RAILWAY RETURNS.

RETURNS OF THE CAPITAL, TRAFFIC, RECEIPTS,

AND

WORKING EXPENDITURE

09 15

RAILWAY COMPANIES

OF THE

UNITED KINGDOM

For the Year 1905

(Pursuant to the Act 34 & 35 Vict. cap. 78).

WITH A GENERAL REPORT THEREON AND SUMMARY TABLES FOR A SERIES OF YEARS.

Presented to both Houses of Parliament by Command of His Majesty.



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GENERAL REPORT.

To the Secretary of the Board of Trade.

SIR

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The Returns relating to the capital, truffic, receipts, and expenditure of the railway companies of the United Kingdom for 1905 made to the Board of Trade under the Regulation of Railways Act, 1871, and the Railway and Canal Traffic Act, 1888, being now complete, I am enabled to present to you the usual annual Report.

The Report is printed as an introduction to the statistical Returns in accordance with the practice followed since 1902.

It may be mentioned that following the practice of previous years, a Preliminary Statement of the more important particuleus restlating to railway capital; turnic, receipts and working expenditure for the year 1905, with comparative figures for 1904 and 1905, was issued as a Pralimentary paper only in May. The figures given therein were of necessity previsional only, join, as in the case of the Preliminary for the previous properties of the processing the processing their dairy closely to the definite figures now available.

Particulars with regard to truck mileage and length of sidings, in continuation of those published in the Reports for 1903 and 1904, have also been obtained for the year 1905. Further reference to this portion of the Return will be found on page xx.

Additional Returns have been obtained for 1905, from Railway Companies whose lines were worked whild pri napt by electricity. These returns show that at the end of 1905 the length of line, in equivalent of single track, which was weeked adolg by electricity, was 1949 miles; while that weeked properly by electricity was 1709 miles. The returns further show that the number of nulles run by electricit raiss in 500 was 9,69,5% including 6,96,070 miles by miles run by electricit raiss in 500 was 9,69,5% including 6,96,070 miles by miles run by electricit raiss of the short of the electrical energy used in 1955 for electrical train running and other pursons was 190,977,467 Board of Trade units.

The various Summary Tables usually given in this Return have been continued in the present volume, and the following observations thereon are now submitted in accordance with the usual practice.

Capital.

As regards the figures relating to capital, the following statement shows the amounts returned as paid-up at the end of each of the years 1904 and 1905, distinguishing between "Ordinary," "Guaranteed and Preference," and "Loans

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and Debenture Stock," and showing separately the amounts by which each description has been swollen by merely nominal additions:—

	Clean of Stock.	Total	al Peld-up Co.	pital	Amount included in Paid-up Capital, supresenting nominal additions on the consolidation, exercence, and division of Stocks.			
	Cag or lower	1905.	3934.	Increase in 1905 over 1905.	1935.	1904.	Intresse in 1935 over 1934.	
		Milion £.	Million £.	Million £.	Million &.	Million &.	Million &.	
Ordina	ry Stock	4835	480-3	3-2	89-0	88-3	0:8	
Guaran	teed and Preference Stock	451-1	4168	7-3	61.0	61-0		
Louis	and Debenture Stock -	345 2	341.4	\$8	44:3	44-3	-	
	Total	1,2828	1,268-5	14:3	194-3	193-5	0%	

It appears from the above statement that the total amount of Railway capital returned are mised at the close of 1950 was nearly 1,232 million pounds, of which more than 194 millions, or approximately 15 per cent, was due to nominal addition for the nature stated in the Table. The nominal additions formed approximately 19½ per cent, of the "ordinary stock," 13½ per cent, of the "guaranteed and preference" stock, and 12 per cent of the "loss and debeature" stock.

The total amounts of explicit at the end of 1905, compared with the corresponding amounts at the end of 1905, showed an increase of short 2 all littless in the cortisury control of the end of the en

It may, perhaps, be of interest to refer at this point, as in previous years, to the Summary Table No. 9, which shows the average rates of dividend or interest paid on each description of capital during the last ten years. The figures given in this Table have been computed from the rates returned by the Companies as having been paid. and the amounts of capital to which each rate applied. As stated in former Reports, the amounts arrived at in this way are somewhat in excess of the real amounts, mainly owing to some Companies having invested a portion of their capital in the stocks and shares of other Companies (capital to the extent of about twenty millions heing duplicated in this way), and partly owing to dividends having been paid in some instances for a portion of a year only. The extent of this excess is, however, but small, as will be seen by comparing the computed average rate of interest with the proportion borne by the actual net earnings to the total capital. In 1905 the former figure was 3 43 per cent., and the latter 3 39 per cent. The difference between these two figures was therefore about 0.04 per cent. On the total paid-up capital of 1,283 millions this represents a difference of £513,000. The average dividends paid on the various classes of capital in 1905 were almost exactly the same as those paid in 1904, being approximately 35 per cent. on the ordinary capital, 31 per cent. on the preference, 4 per cent. on the guaranteed, 4 per cent. on the loans, and 31 per cent. on the debenture stock.

As pointed out in a note to Table No. 9, however, these rates are naturally lower than they would have been had there been no "nominal additions" to the

engital of the Companies. The average rate of dividend or interest computed on the total capital, as it would have stood if no nominal additions had been usade thereto, was 405 per cent. as compared with the rate of 343 per cent. mentioned above. In like manner, the proportion of actual not earnings to capital, exclusive of the amount of nominal additions, is 399 per cent.

Traffic and Receipts therefrom.

The gross receipts of the Companies in 1905 and 1904 from passenger and goods traffic were as follows:—

Bec	cisto	s from				1995.	1964	Ingresse.		
	/		_			1004.	1004.	Amount.	Per Ceat.	
Passenger systie Goods truffe	:		:	:		Million &, 487 594	Million £, 48-4 55-4	Million d. 0-3 1-0	07 16	
			Total			105.1	103-8	1-3	1:3	

The above statement does not include receipts from miscellaneous sources, such as steamboats, canals, docks, rents, tolls, hotels, etc.

Both passenger and goods traffic receipts in 1905 were greater than in 1904, the receipts from goods traffic having increased by a million pointde.

Panenger Traffic.

The following statement shows the receipts from each class of passenger traffic in the last two years :—

Recolpts	from-				1004	1904.	Increase (+) or Decrease (-).			
- Interpret					II-m		Amount.	Per Cent.		
Onlinery passengers : First class - Second class - Third class - Season-ticket holders	:		:		8, 3,467,000 3,004,000 29,629,000 4,107,000	8,429,000 3,263,000 29,382,000 3,980,000	£, (+) \$8,000 (-) \$11,000 (+) \$47,000 (+) \$117,000	(+) 1·1 (-) 8·5 (+) 0·8 (+) 2·9		
Retest luggage, mails, horses, dags, &c.		otal		çes,	8,463,000 48,730,000	8,322,000 48,388,000	(+)141,000 (+)382,000	(+) 17 (+) 07		

It should here be stated that up to, and indusive of, the year 1904, passenger, down than first class passages, traveling on the Liverpool Greeke fallarity of any other hand first classes of passages) were included in the returns at the contrast of the real decrease in 1906 in the receipts from second class passages, and the real 815,000 respectively. This increase in this class receipts at the expense of the second class is largely due to the partial absolition of the fatter class can the Metropolitical partial relatively, conceptant and the excitation of those partial and Metropolitical Darker fallenity, conceptant on the exterioration of those that receipts from second class passengers. Be receipt from excess liggers, mails, proceed, etc., which increased by 221,000 in 1903, and by 235,000 in 1903, and by 235.

The following is a comparison of the numbers of ordinary passengers of each class (exclusive of season-ticket holders) carried by the Companies during each of the last two years:—

							Increase (+) or	Decreum (+).
					1905.	1904.	Number.	Per Cent.
Ordinary passes First class Second class Third class	gere	 :	:	:	No. 36,415,000 52,583,000 1,110,024,000	No. 34,931,000 71,394,000 1,092,549,000	(+) 1,484,050 (-) 18,711,000 (+) 17,475,000	(+) 4·2 (-) 36·2 (+) 1·6
		Total			1,199,022,000	1,198,774,000	(+) 248,000	(+)00

Owing to the circumstances that on the three lines to which special reference is much above large numbers of passengers are curried for short distances, the change-referred to but at the control of a control of a control of the con

	First Cines.	Second Chan.	Third Class.	Total.	
1905	7,765,000	8,280,000	113,058,000	129,103,000	
1904	6,088,000	14,278,000	104,766,000	125,132,000	
Increase (+) or decrease (-) in 1905.	+1,677,000	-5,998,000	+8,292,000	+3,971,000	

It will be seen that, allowing for the change of practice in the case of the Diverpool Overheed Ballwige abverted to choose, the increases in the numbers of first and thrift class passequers on the Merropolitan and Merropolitan District Railways exceed the increases shown on the total numbers of first and third class passengers on all these and that there was a decrease of 5,998,000 in the number of second class passengers errigiod in these two rullways.

The following statement of the average receipts per passenger of each class is in the assail form, but regard must be had to the fact that, owing not be circumstance statement of the companion of the companion of the companion of the companion of of previous years. The large increase in the average receipts per second class passenger is, of course, due to the transfer of a great number of short distance passengers from the second to the first or third class.

As	ERAGE R	ecures p	er Passe	NOUS (exc	duding Se	ason-Ticks	t Holder	1).	_
Class of Passenger.	1897.	1506.	1890.	1990.	1961.	1902.	1903.	1904.	1935.
First class Second class Third obes	d. 23-7 8-8 6-5	d. 23/3 9/4 6/5	d. 25-6 9-8 6-5	d. 24-0 10-4 6-5	d, \$4:4 10:8 6:5	d. 34-4 10-9 6-5	d. 24·1 10·8 6·5	23-6 11-0 6-5	2 23:9 13:9 6:4
All classes	7:2	7:3	73	7:3	7:3	7:3	7-3	7-2	7:3

It will be observed that the average receipts per passenger from all classes were extractly the same in 1995 as in 1804, and that the amount has varied but very little throughout the period to which the statement relates

In previous Reports attention has been called to the probable effect of tramway competition in diminishing the rate of increase amongst third class railway passengers.

It will be seen from the following comparative statement, that the increase in 1905 in the number of third class rullway passeogers, according to the Returns, was 17,478,000, As attack above, however, the real increase was only 7,508,000, and it is probable, but for the electrification of the Micropolitan and Micropolitan District Knilways, there would have been little or no increase in the number of third class passengers in 1905:—

Year.	Third Class Railway Pessengers, (Years ended	Teores	sie.	Treasur Personners."	Increses.		
	31st Doomber.)	Number.	Per Cent.	Limitay Lamagua.	Number.	Per Cont	
1896	886,604,000	_	_	759,486,000†		_	
1897	935,160,000	46.556,000	5-2	788,570,000†	19,104,000	5-8 8-9 7-7	
1898	963,674,000	28,514,000	3-0	858,486,000†	69.914.000	8-9	
1899	1,003,996,000	40,533,000	4:3	924,830,0001	66,334,000	7.7	
1900	1,638,873,000	34,877,000	3.5	1,035,374,000†	140.554,000	15-2	
1901	1,068,919,000	30,046,000	2-9	1,196,327,0001	152.855,000	12-5	
1903	1,080,625,000	11,706,000	1.1	1,394,453,0001	193,326,000	16.4	
1903	1,086,205,060	5,580,000	0.5	1,799,543,0001	44	**	
1904	1,092,549,000	6,344,000	0.4	3.065.913.0001	269,510,000	. 15-0	
1905	1.110.034.000	17,475,000	1.6	3	- 3		

The rate of increase in 1905 amongst tramway passengers cannot be statedthe tramway returns for that year not having yet been completed.

It must be borne in mind that the increase in tramway passengers in the year 1908 was somewhat abnormal owing to the inclusion in the Returns for that year, for the first time, of particulars relating to public road lines authorised under the Light Railways Act. 1896.

The following Table shows the receipts from each class of season ticket holders:-

Receipts	tros				1966.	1904.	Incresse (+) or decrease (-1.			
							Amount.	Per Cont		
Season-ticket Holders First class	-			Ξ.	1.441.000	£. 1,437,000	(+) £,000	(+) 0-8		
Second class - Third olsss -	ï	:	:	:	1,023,000 1,044,000	1,038,000 1,513,000	(-) 16,000 (+) 131,000	(-) 1·5 (+) 8·7		
		Total			4,107,000	¶ 8,990,000	(+) 117,000	(+) 39		

 This statement shows a further increase, following ou those of previous years, in the recepts from third class season tickets, the increases in this class of receipts having been in 1803, 128 60002. in 1804. 171,0004. and in 1805. 131,000.

The receipts from second class season tickets show a decrease of £16,000, following a decrease of £34,000 in 1904, and one of £8,000 in 1903. With regard to the first class the increase in 1903 amounted to £4,000 only, as compared with increases of £19,000 in 1904, and £21,000 in 1903. The total increase in season booker teceipts was slightly smaller than in 1903 and 1904.

[&]quot;The figures with regard to the number of Transcey Presenters in each year will be found on page 306 of the
"Radiabeted Abstractor for the United Ragions (Cd. Sport 1905)."

Year calling 80h Jane.

Then figures represent the number of passengers carried by Skreet and Road Tensaway and Light Rollvoy
Comparies during the years coding Sist Decomber, 1805 and 1004 respectively, and by Street and Road Tensaway and
Light Rollways second by Local Almostrials during the years earling Maria his, 1004 and 1804 respectively.

Returns not yet available.
 Connot be given, see note 2.
 Including 42,000 not elastifed.

The numbers of season-ticket holders are returned by the Companies on a uniform basis showing the equivalent in annual tickets. A comparison of the number of each class in the years 1904 and 1905 is given in the Table below:—

Number of				1905.	1904.	Increase (+) or Decrease (=).		
Attack or				1000	100.	Number.	Per Cest.	
Season ticket Holders: First class - Second class Third class	:	:	:	129,893 157,683 375,462	130,789 169,273 343,813	(-) 896 (-) 11,487 (+) 31,650	(-)07 (-)6-8 (+)9-2	
Tota	-			663,040	643,873	(+)19,167	(+)30	

The statement shows a small decrease in the number of first class resoon tickets, and a larger decrease in the number of scene disast inclus. These decreases, however, are principally due to the changes consequent on the electrification of the Metropolitan and Metropolitan District Bailways. The increases in the number of third class season tickets is partly due to the same cause, but there was an increase in the number of third disas season telesta size and by the companies generally. Season tickets are not sinced on the Liverpol Overhead Railways.

The average receipt per annual season ticket of each class was as follows :-

Claus of	Tieke	٨.	- 1	19	M.	190	1994.			
				£	4.	£	8.			
First class			.	11	2	11	0			
Second also				6	10	6	3			
Third class				4	8	4	8			
All olse	100.0		. [6	4		4			

Combining the receipts from season-ticket holders with those from the ordinary passengers under each class we obtain the following results:—

					1966		Increase (+) or	Decrease (-)
Heceipi	Receipt freez					1904.	Amorns.	Per Cent
Ordinary and seas	on-ti	oket	pass	139-	£.	Æ.	£.	
First c'ess		-		-	4,909,000	4.866,000	(+) 43,000	(+)09
	A55 · · · ·				4,076,000	4,303,000	(-) 227,000	(-)53
Third class	Third class				31,272,000	30,895,000	(+) 377,000	(+)12
	otal			- 1	10,357,000	*40,066,000	(+) 191,000	(+)05

The effect of combining the receipts from resum-tickets with the other receipts and star raties is to lease the rate of increases of the first chase receipts and the rate of decrease of the second class receipts; and to add somewhat to the rate of the receipts and the rate of decrease of the second class receipts; and to add somewhat to the rate of the rate of the receipt and the rate of the rate of

Goods Traffic.

The following statement shows the receipts from each branch of goods traffic in 1905 and 1904 :—

Bereini	Receipts from—					1904.	Incresso (+) er	Docresso ().
100000					1905.	100.	Ameunt.	Per Cout.
Minerals				-	£. 26,973,000	£, 25,672,000	£. (+) 601,000	(+)23
General Merchandio				-	28,750,000	28,315,000	(+) 435,000	(+) 1.5
Live stock	-	٠		-	1,389,000	1,413,000	() 24,000	() 1-7
	Total				56,412,000	55,400,000	(+) 1,012,000	(+) 1-8

There was thus a total increase of rather more than a million pounds. The receipts from the carriage of live stock decreased by 24,000L, following on decreases of 86,000L in 1904, and 5,000L in 1904, and 5,000L in 1904, and 5,000L in 1904.

The following Table shows the tonnage of minerals and general merchandise conveyed during each of the last two years:—

	1905.	1904.	Increase.	
			Aprest.	Per Ceni.
	Million Tons.	Million Tons	Million Tons.	
"Minerals" conveyed	358-1	549-6	8-5	24
"General merchandise" conveyed	103-1	100-3	2-8	28
Total	461-2	449-9	11-3	2-5

It will be seen that in the case of minerals the proportionate increase in weight is approximately the same as that in receipts, but that in the case of general merchandise the rate per cent. of increase is nearly twice as great in the weight as in the receipts, viz., 23 per cent. as against 1-5 per cent.

As the production and export of coal have an important bearing on the mineral traffic of the milway companies, the principal figures relating thereto are here given,

1504

as in previous Reports. It will be observed that the production of coal increased in 1905 by 1.6 per cent, while the increase in the mineral traffic of the railway companies was 2.4 per cent.

	1905	1904.	Increase (+) or Decrease (-).		
Quantity of	1905	1904.	Amount.	Per Cent.	
Coal raised · · · ·	Tons. 236,129,000	Tons. 282,428,000	(+)3,701,000	(+)16	
Coal brought to London by railway *	7,136,000 90,075,000 47,477,000	7,142,000 20,066,000 46,256,000	(+) 14,000 (+) 9,000 (+) 1,331,000	(+)0·2 (+)0·0 (+)2·6	
by steamers engaged in the foreign, trade	17,396,000	17,191,000	(+) 205,000	(+) 12	

Train Mileage.

No figures with regard to the average load of passenger or goods trains have, so far as is known, been compiled systematically by the majority of the railway companies; the following figures, however, show the number of miles travelled by passenger and goods trains respectively during 1904 and 1905:—

			Yeaz.				Passenger Testino.	Goods Trains.	Total (including Mixed Trains.)
1905 1904	:	:	:	:	:	:	Million Miles. 344-4 240-0	Million Miles. 154-8 155-3	Million Miles. 4009 397-0
Inen	0640 66233	(+) o	(M)	ilango r cent	. :	:	(+) 4·4 (+) 1·8	(-) 0·4 ·	(+)39 (+)10

The Table shows that the efforts must to reduce goods train milesqu resulted in a decrease of 4000 miles, following on decreases of 4,500,000 miles in 100 miles, following on decreases of 4,500,000 miles in 1000. This result in 1000 has been excliented in the face of the increased tenange of goods carried, amounting to 11,300,000 loans, the figures thas continuing to indicate an increase in the average load of goods trains. With regard to practically the special contraction of the Companies were placing greater facilities at the disposal of the travelling public.

The following statement gives a summery of the rates of increase in passenger journeys, tomage conveyed, receipts, and train mileage:-

							Per Cent.
Increase in compared	number of with 1904	ordinary pass	enger	s conve	yed in	1905	Nil
	passenger tr			ditto	ditto		1.8
Increase in	receipts from	passenger traf	fle	ditto	ditto		0.7
Increase in	tonnage of	goods conveyed	I in	1905 cor	mpared	with	
1904 -	-		-	-		-	2.5
	goods train			ditto	ditto		0.3
Increase in	receints from	a goods traffic		ditto	ditto		1.8

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It will be seen, on referring to Sammary Table No. 18, that the receipts from passeager and goods traffic per train mile amounted to £26/3, or 0.1964 more than 10.1064. With regard to passeager traffic, the receipts per train mile full from 40004. In 1204 to 475-56; in 1200-41ast being the breast average abone the year above the contract of the second traffic or 1000-41 to 1000-41 t

The following statement shows the average receipts per train mile, distinguishing goods and passenger trains, during each of the last six years:—

	Receipts per Teals Mile.							
Year.	From Passenger Traffic.	From Goods Traffic.	From Passengurand Goods Traffic.					
	d	d.	d.					
1900	49.08	71:06	59-01					
1901	49-61	73-25	5992					
. 1903	49/50	77:08	61:27					
1903	49-91	8255	6279					
1904	48-09	85.42	69-74					
1905	47.58	87-39	62-93					

Working Expenditure.

The total working expenditure of the relivey comparise increased last year to the extent of \$90,000, at compared with 100. This increase, while somewhat generic than the increase while somewhat the increase in the somewhat the properties of \$100.000 and \$100.0000 and \$100.000 and \$100.000 and \$100.000 a

		-		- 1	Total Working	Inore	800.	Propertion Working Expenses	
	Year.				Expenses.	Amount	Per Cost.	Gress Receipts.	
1896					Million &. 50-19	Million &.	_	Per Cent. 56	
1897					53-08	2-89	3-8	57	
1898				-	55-96	2.88	5-4	58	
1899					60-09	4:18	7-4	59	
1900				-	6474	4-65	7-7	63	
1901					67-49	275	4-2	63	
1902				-	67-84	0.35	0-5	62	
1903				- !	68-56	0.72	1.1	42	
1904				-	69:17	0-61	0-9	62	
1905				-	70-06	0-89	1.3	63	

1500

In the Bepost for the year 1901 anontion was drawn to the over system adopted in that year in Indiany that he reciptor of milwy companies from bottle owned by them. The greet recipies and the green expediture of all companies on account only the next mode of heads were fine thous in that year, sevent companies having previously returned only the next mode; as the first of the alteration mode was to well both the groen receipts and the groes expenditure for 1901 as companed with previous year to plantout one million stering. The next receipts were, however, not affected by the change, and the proportion of working expenses to groen receipts was also practically unchanged. The figures given for the year 1901 and subsequent years are strictly compositive in all respons.

The following is a comparison for 1904 and 1908 of the gross amounts of the expenses of the companies under the four principal heads. These heads cover the bulk of the expenses connected with the actual working of the lines, they are also, it may be added, those chiefly influenced by variations in the charges for wages, field, and materials:—

Heads of Expenditure.	1906.	1904.	Income (+) or Decrease (-)	
	Million £.	Million &	Million	
Maintenance of way, works, and stations	10-58	10-59	(-)001	
Leconstire power	18-63	18-50	(+)002	
Repair and renewal of carriages and waggons .	5-17	5-64	(+) 0:13	
Traffic expenses · · · · · · ·	20-58	20-47	(+) 0:11	

The sepanditure on "Moistenance of Way, &c.," decreased by 19,0000, as against increases of 70,0000, in 1004 and 129,0000, in 1905. That on "Repeting and Research of Carriage and Waggoos" increased by 19,0000 in 1906 as compared with 50,000. in 1904, while "That Exposers" increased by 110,000 as against 129,0000 in 1904, while "That Exposers" increased by 110,000 as against 129,0000 in 1904. The second of the second by 110,000 as against 129,000 in 1904. The second of the second by 110,000 as against 129,000 in 1904, where it allows the second in 1904 as a second of the second of the

paid by the Railway Companies in each year since 1896 have been as follows:---

		Yes	r.			Total Amount of Rates and Texas,	Increase compared with previous year.	
1896	Ī.					£. 3,149,000	4	
1897		-		-	-	3,294,000	145,000	
1898	-				-	3,425,000	131,000	
1899				-	-	3,583,000	157,000	
1900		-				3,757,000	175,000	
1901				-		3,980,000	223,000	
1902						6,228,000	248,000	
1903		-			-	4,493,000	285,000	
1904						4,736,000	243,000	
1905	-					4,938,000	197,000	

There has thus been in the nine years a total increase of 1,784,000. in this item. As compared with the 1886 total, the sum paid by the Railway Companies under the head of Rates and Taxes in 1805 shows an advance of about 55 per cent.

As in previous years, an examination has been made of the accounts readered

to their shareholders by the principal companies, in order to estimate the felted of variations in the cost of materials and in the rest of the wages bill on the accounts in given in Appendix G, and as the total vooling expositions of the felters companies for which particulars are there given encounts to approximately felter companies for which particulars are there given encounts to approximately that the exposition of the felter companies is fairly representative of the whole. The following figures of these fifteen principal companies is fairly representative of the whole. The following figures of their the cost of cost and code and of materials

Everyditure or Coal . Expenditure on

	Yeaz-						and Culos.	Repairing Department.	
189			_		_	_	\$,199,000	£.	
189				÷	÷	ı.	3,059,009	1,970,000	
1891							2,932,000	1,283,000	
1894	, .						2,839,000	1,405,000	
1897	٠.						3,031,000	1,498,000	
1894	3 .						3,493,000	1,585,000	
189							4,278,000	1,781,000	
190					-		5,987,000	1,999,000	
190	٠.						5,989,000	2,092,000	
1900				-			5,042,000	2,153,000	
190	3.						4,859,000	2,311,000	
190	٠.						4,874,000	2,151,000	
190	5 .						4,810,000	2,183,000	

The figures relating to the cost of materials used in the maintenance of premanent way and in the repair and recovered or carriage and suggest, though given in the Appositis, are not quoted here, a malcolated final in requisite to insert fit the proposite particular years. It will be seen, however, from the figures above quoted, that there was a continuous reduction in the expendation on final energy fit of the proposition of the continuous reduction in the expendation on final energy fit of the proposition of the continuous reduction in the expendation on final energy fit of the proposition of the continuous reduction r

the expenditure in 1901 being more than double that of 1896. In 1902 this item of expenditure fell to 5,042,000, a dochine of 947,000k, or nearly 18 per cont., as compared with the previous year, and this was followed by a further docline of 83,000k in 1903, 85,000k in 1904, and 64,000k in 1905.

As some indication of the course of prices of coal and materials in record years, and of the general fall that has taken place since 1901, the following statement will be of interest. It is, of course, to be understood that the figures quoted in the case of coal relate to all descriptions of coal, and not alone to those kinds which are used particularly for railway locomotive purposes p--

	Approximate Price of Coal at the Missa.	Average Export Prices, computed from the Quantities and Declared Voltace of the Experte				
Year.	according to the "Mineral bitalistics."	Of Coal.	Of Iron and Steel Rails,			
1896	Per Ton. Sc. 101d.	Per Ton. 8 78s.	Per Ten. 4-46l.			
1897	5s. 11s.	8 834.	4-617.			
1856	6s. 62s.	9-79v.	4-577.			
1899	71, 74.	10-586	4.900.			
1910	10s, 92d.	16-53A	6-327.			
1901	9a, 4bd.	\$13.75s.	5-86/.			
1909	8s. 24st.	+12·19s.	5-441.			
1903	7a. 8d.	911-58s.	5-325.			
1904	74. 224.	†11 O2s.	4:847.			
1905	164, 1114	\$1047a	5-007.			

† The expect price of coal factuates, from the 19th April, 1901, the Expect Duty of L. per ton.

2. Penn information specially supplied to the Bears of Trade by the Bears Office.

 $^{\prime}_{20}$ 7 The foregoing Table shows that during the last five years there has been a considerable fall in prices of both coal and rails, and that, allowance being made for the export duty, the price of coal in 1905 was lower than in any year since 1998.

It may be of interest to compare the number of train miles run with the quantity of fuel consumed for locomotive purposes, and also with the cost of fuel to the companies. The following Table shows the annual percentage increases or decreases which have occurred in these figures year by year since 1899:—

				Increase (+) or Decrease (-) As compared with the powers year.					
	Yes	_		In Total Tendr-Millenge.	In quantity of fact consumed for becomplive purposes (by all Railway Companies).*	In Cost of Fuel (to fifteen Principal Builway Componen).			
				Per Cont.	Per Cent.	Per Cent.			
1899			- 1	(4) 42	(4) 70	(4) 225			
1900				(4) 15	(4) 50	- (+) 39-9			
1901				(-) 08	. (-) 1-6	(+) 0-03			
1902			- 1	(+) 02	7+1 9-8	7-1158			
1902			-	(-) 15	(+) 06	(-) 1.6			
1904				(+) 08	. (4) 04 .	() 3.5			
1905			-	(+) 10	(+) 1.3	(-) 1.3			

*The figures with regard to quantity of fact constrand to each of the years 1866-1864 are to be found on page 31 of "Cool Tables, 1994" [Furl. Paper No. 300 of Session 1905]. The figure for 1906 has been operately empirical to the Board of Trouble by the Robinsya Companies.

The figures from which these percentages are deduced are not stated in the Table, for the reason that those relating to the cost of fical are derived from the expenditure of fifteen selected companies only, while the other percentages are based on the totals for all the commanies. A comparison of the first two columns in the above Table shows that over the whole period and in every year except 1901 and 1904 the percentage increase in the quantity of fuel consumed was greater than the percentage increase in train mileage, a fact which is no doubt explained by the tendency to increase train loads and the consequent employment of basivir and more powerful bosomotics.

The third column of the statement, when taken in coancetion with the second, brings out very distinctly the burden imposed upon the companies by the high prices of coal that ruled during the years 1898-1901. During the years 1992-1905 the expenditure on coal decreased, though the total quantities of coal consumed for locomotive purposes continuously increased.

As regards the expenses incurred in the payment of wages, the following figures, which relate to the fifteen principal Railway Companies of the United Kingdom, are taken from the table in the Appendix above referred to:—

			In Loossatire	Departreest.	ie Traffe
	Year.		Working of Engines.	Reserving and Beneving Engine	Department.
1			£.	£.	£.
1896	-		4,148,000	1,758,000	10,883,000
1897			4,427,000	1,804,000	11,000,000
1898		٠.	4,687,000	1,878,000	11,686,000
1899			5,047,000	1,988,000	12,390,000
1900			6,389,000	2,058,000	12,803,000
1901			5,359,000	2,106,000	13,099,000
1902			5,251,000	3,319,000	18,852,000
1903			5,213,000	2,255,000	18,534,000
1904		1.	5,178,000	2,127,000	18,654,000
1905			5,194,000	3,244,000	18,749,000

On the assumption that the expenses of the smaller companies on account of the same tendency to increase as those of the larger, the following comparative statement may be given:—

Per Cent.

Increase in number of ordinary passes	igers	conv	eyed			Nii.	
Increase in tonnage of goods carried	-	-	-			2.5	
Increase in total train mileage	•	•	•	•		1.0	
Cost for wages in 1905 compared with 1	904	-					
Increase in locomotive department		-	-		-	0.4	
T						0.7	

In the figures already given (ass page xiii) which show the total expenditure of the companies, all branches of expenditure were included; for certain purposes, however, more especially for showing the expenditure per train mile

Increase in the two departments taken together -

Work done in 1995 as compared with 1994 --

and per mile of open relivary, it is desirable to exclude the expenditure of railway companies on stemmional, edock, tarborous, and canala. In Summary Table No. 16 a total is therefore given which shows the expenditure of the companies exclusive of Samahosa, Dock, Harborou and Canal Shependiture. The expenditure per train mile Samahosa in the state of the same and the same and the same and the same No. 19. The results per train mile can for the years 1904 and 1905 are summarised in the following statement:—

					Cort per Tr	nin-wils.	Increase (+) e Dorresse (+)
Expenditure o	n Moore	unt ce	-	- 1	1995.	1904.	in 1905.
Maintenance of way					d. 6:33	d. 6-40	d. (-)0-07
Locomotive power					11-09	11.18	(-)0.09
Rolling stock -	- 1				3.45	3-41	(+)0-04
Tradio expenses -					12:52	12.87	(-)006
General charges -					1.62	1.59	(+)003
Rates and taxes .					2-95	2-84	(+)0-09
Government duky*					0.22	0.22	
Compensation:				- 1			
To Employees				- 1	0.10	0-10	
Personal injurie	a to p	45542	erra		0.09	0.08	(+)0-01
Durange to goo	su -		٠.		0-23	0-24	(-)0-01
Legal and Parliamen		expen	000		0:20	0-18	(+)002
Miscellaneous -	- 1	٠.			121	1.20	(+)0-01
Total (exclusive of a bosts, docks, hart	xpens	litme and e	on st	team-	39-79	37-83	(-)094

^{*} For Great Britain only. The milway passenger duty is not charged in Ireland.

The above statement abows that the total cost per train-mile remained practically stationary, and that there was but little variation under the several heads, the greatest changes being an increase of 009d. on Rates and Taxes, and a decrease of 009d. on Locomotive Power.

 The usual calculations respecting the expenditure per train mile of some of the principal companies are given in Table No. 21 (see page 1).

Net Earnings and Dividends,

As regards the actual uset sernings of the companies in 1905, the total goar needing it clouding is sufficies a strictly servined from taxanboxts, canally colors be and other misoclassons normon) amounted in the year to 113-33,000C, as consistent of the contraction of the companies of the contraction of the carriage to explaid was very nightly greater than in 1904, viz.—250 per cent. as compared with 3-95 per cent. as compared with 3-95 per cent. The amount of explain quantum terms of the contraction of the carriage to explaid a very nightly greater than in 1904, viz.—250 per cent. as compared with 3-95 per cent. The amount of explain quantum terms of the contraction of the carriage to explain the contraction of the contract

The following statement compares the average proportion of net earnings to capital in each quinquennial period from 1871-75 to 1901-05.

	Ye	ATS.					Propoetion of total net entraings to Capital.
		_	_	_	_	_	Fer ount.
Avcenge of	1871-75						4:56
	1876-80						4-29
1	1881-85	÷					4-22
	1886-90						1:07
	1891-95						3 90
	1896-1900	-					3-64
	1901-05						147

The proportion, it will be observed, shows a general tendency to decline. This, however, arises in part from nominal additions to capital on the conversion of stocks, such nominal additions representing, as already stated, over 15 per cent. of the total capital of the companies.

The following statement shows the amounts of each description of capital classed according to the rates of dividend or interest paid in 1905:—

						Outine	ay.	Prefere	stial,	General	ned.	Stoo	k.
Bale	sa od	Dividen	d or I	intere	nt.	Assessed of Copins.	Per cont. of Total,	Americal of Capital.	Per cent. of Total	Amount of Cupital,	Pur cent. of Total.	Amount of Copiana.	Per cent. of Yotal,
NO.			Ξ.	٠.	-	00,748,973	13 %	22,131,162	0.9	£. 201,709	02	£.	99
		1 per o				16,958,851	3.0	184,190	0.1	-	-	1,254,885	014
Abov	e 1 sa	la ten ha	erra Z	per	iceA	49,830,732	9-9	-	-	1,981,160	14	89,647	0.0
**	3	**	8			190,731,995	90-9	101,321,993	30:9	903,000,000	20.0	185,165,534	53.6
**	8		4	**		79,900,937	164	148,969,741	47.5	55,118,546	45'0	104,755,356	30-9
				**		14,005,935	2-9	49,940,210	14.7	\$6,497,755	39-6	57,788,994	15-0
**	٠	**				87,768,931	19-2	1,960,414	0.6	2,008,090	9.9	1,583,144	0.5
	6	**	7			48,432,234	10-0	-		2,000	0.0	-	-
10	7		- 8			1,399,098	0.9	-	-		-	5,400	6-9
**		"	9	**	•	225,999	0-0	-	-	-	-	-	-
		Yo	al -			463,466,048	100-0	554,574,000	100:0	119,516,446	100-9	345,214,813	100-0

The following Table shows the amounts of the ordinary capital grouped according to dividends paid in each of the last five years, and enables the variations which have occurred during that period to be easily traced:—

							Amo	unMII	lon d			Two	ratego of T	Wed.	
		Xales	C I C+	Mend.		1906.	1800.	9900.	1994.	1906.	Lect.	BHS.	1800.	1921	1998.
ы					-	69-0	50-9	60%	614	66-9	150	19-9	1110	39-0	11-1
Not al	юпа	1 per ce	16,			17-5	27.9	28.5	56-9	209	94	69	51	54	22
Above	1 88	Land sk	ore t	per read		250	2015	27.6	10-6	424	5-5	17	8-9	91	89
	1					1497	139:1	119-0	150-5	339-7	62.9	50'4	367	28.7	201
			. 4			60-4	69-9	69-9	544	59-9	104	25.9	17-9	17-9	19%
	٠					50-9	149	15:0	99	34:1	11	F1	111	26	510
	6					107-5	111.9	339T	180-8	876	10-7	99-6	50-0	191	13/2
**	1					7-7	81	9.0	818	4814	17	20	14	34	2010
14	Ť					-	9:2	91	9.5	14	-	-	61	81	111
	4					0.5	1:0	14	0-6	0:2	11	0.5	018	01	01
Altons	f pe	Jess 5				016	-	-	94	-	11	-	-	01	-
				D1442		451.4	45.9	624	450-2	410.5	MOT	2000	100%	Stock	- Book

253.

Track Mileage and Length of Sidings.

In the Espect for the year 1000, reference was made to a new table containing particulars ordisclet for the first time with regard to arrice Muslega and Ineight of airdings. The Returns obtained for 1000 were incomplete, and the figures allowing in distings. The Returns obtained for 1000 were incomplete, and the figures allowing in the complete, and the figures allowing in the complete, and the figures allowing in the complete, and the figures of the First Mingdops, has it is some cases the companies were and furnish an approximate Return only pending the completion of the re-measurement of the relative of the first of the relative of the relativ

Summary.

The principal facts brought out by a comparison of last year's Returns with those of 1904, are summarised halow, in accordance with the usual practice :---

SUMMARY of the MILEAGE, CAPWAL, TRAFFEC RECEIPTS, WORKING EXPENSES, and New EXENSES of the RAILWAYS of the UNITED KINGDOM in 1904 and 1805 compared.

		1905.	1904.	Increase !	n 1905.
		Teon.	1004.	America.	Per cent.
Mileage Of which double or more Track Mileage (including sidings)	: :	Miles, 22,847 12,693 52,522	Miles, 92,634 12,090 51,434	Miles, 213 108 688	09 08 13
Capital Assawl included in the foregoing s tocoloal only Ordinary Capital Assawal included in the faregoing s normalised only	: 1	£, 1,985,801,000 194,241,000 483,496,000 60,002,000	A. 1,268,425,000 198,494,000 480,290,000 88,885,000	#. 14,305,000 8,47,000 5,205,000 777,000	1·1 9·4 0·7 0·9
Reseipts:— Passenger traffic	: :	48,790,000 56,412,600 8,319,000	48,388,000 55,400,000 8,045,000	2. 382,000 1,012,000 554,000	07 18 44
Total · · · · Working expenditure · · ·	: :	115,531,000 70,065,000	111,833,000 69,173,000	1,698,000	1·5 1·3
Net earnings		43,446,000	49,610,000	806,000	1.9
Proportion of not earnings to capital Dividend paid on ordinary capital-	: :	Per cant. 3-39 *3-37	Per cent. 5-36 *3-25	0.03	0 g 0 d

[•] These proceedings are calculated on assessed a little to excess of the true totals. See note to Summary Table No. 8.
The summary shows that in 1905, as compared with 1904, there were small

The summary shows that in 1905, as compared with 1904, there were small increases in capital, gross receipts, working expenditure and not earnings, and that the percentage borne by not earnings to total capital, remained approximately the same as in 1904.

I have, &c.,

COMMERCIAL, LABOUR AND STATISTICAL DEPARTMENTS, BOARD OF TRADE, August, 1906. A. WILSON FOX.



SUMMARY TABLE for UNITED

	OFEN		UKE APPE D OF UK	CAPIT	AL ATTRO	121876.			CAPITAL	PAID UP.		
Than.	Double or more.	dingle.	Teral.	By Element and Stock.	Ty Lown And Subsecture Sicols	YOUAL.	Columny.	Pre- fuorable.	Guesalesi.	Lones.	Debugings Stock	Votab.
1270	Miles.	N'des.	Miles.		4 (88.00.00)	Æ MAJ74300		4			A	4
1975	5.350	7,686	BLEN	451,815,005	100,007,000 100,007,000	695,776,009	958,384,00 196,054,600	100,000,794	\$4,000,000	99,713,779 83,965,646	44,194,650	pass, rage
MIN	1.00	7,800	2584	472,488,975	172,160,469	\$44,700.000	795,754,079	DATEGORE	HJOLINE HJOLINE	05,359,227	67,083,686	EEE,MOLE
1005	1,00	7,866									55,661,613	1000,847,0
2014	8,245	7,700	30,003	600,000,100 668,000,000	\$14,500,000 \$85,805,000	974,630,586 764,695,510	244,419,510 545,015,341	181,996,038	71,597,660	65,866,814	99,815,110	198,104,0
18%	8,816	7,00	35,865	000,000,000	BICATURES	723.779.000	154,000,700			43,430,764	111,179,690	609,031,0
1876	8,000	1,700	DANCE	(40,85,705	100,790,821	741,991,000	120,000,721	148,181,000	PERSONAL SERVICES	-1111	334,508,684 354,548,486	199,816,4
1887	8,000	1,910	11,613	510,000,000	WEARTAN	NT.86550	180,000,000	DOLUMBAN	76,364,798	33,855,635 38,876,410	154,545,480 146,008,136	ELFORY.
1200	8,413	7,00	17,818	179,275,245	205,600,508	TILETATE AT	\$65,675,510	172,405,664	83,331,189	54,884,890		
2019	BATT	4,676	17,600	100,000,445	101,6943.30	YHARKEN	NACOCACO.	193,453,766	95,304,006	53,413,605	MARIA SO	\$\$000,000,0
1899	9339	4,150	17,840	556,549,840	394,750,310	BULKELIGE	E70,455,600	100,000,793	BLMARS.	34,718,414	390,000,000	717,010,4 718,006,0
*100	6,019	8,895	IANI	107,000,000	18A3157/2	MIATIAL	\$74,000,004	100,810,811	NOW, SEE	2T,810,890	107,467,000	145,500,0
1800	1006	4.02	18,417	903,096,118	204.004.551	677,733,79a	MUNICIPALITY	101,184,958	MARKANA	17,643,600	TYANGAL)	POT ANALI
1800	14,916	6,819	38,003	673,679,457	TRANSLAIN	PRODUCE		100,010,164	14,975,019	31,810,006	383,600,600	MARKA,
1864	13,800	8496	35.864	CHALIS	SPANILOS	*********		205,595,294	85/00/48	14,700,400	100,000,000	H1,166,0
24.01	33.445	8,750	10.340	614,363,865	141.00,310	*******		BIRLAN, THE	MONITARA	14,866,876	390,117,598	ELECTRICAL PROPERTY AND ADDRESS OF THE PERTY ADDRES
3000	30,000	8,804	15.885	PER ADE BOS.	MICHAIN	MUZYMAN		107,800,877	17,000,407	22,803,870	204,658,649	FORDINA
1867	20,793	9,304	MATE	154,000,006	246315,000	PELANAMO		250,450,683	NAME AND ADDRESS OF THE PERSON	13,430,654	199,000,000	\$45,000,0
1864	16,773	930	15,612	714303,450	762017.640	PENALIN		10,196,115	97,718,600	11,001,000	509,505,400	HARM
1810	36,165	0.389	15,540	TM,570,800	184,600,184	HILLIE, 10	MM,320,000	******	98,088,614	0,806,711	DADAGE	FILENCE
1899	35,240	9,84	PLCT)	795,400,080	194,007,000	MALERIA		194,005,000	96,736,787	9,840,188	598, FF3,688	HT. 673.0
MIL	13,065	9,886	26,275	205,773,875	279791,646	1,716,NG,SH		100,484,000	10,713,613	10,875,NA	510,304,613	ROLATA
1900	85,386	9,397	24,115	744,012,600	PETCHANO	LNOAMAN	60,300,00	\$44,08A,355	180,000,000	23,8M,801	550,351,667	MANUA
1806	13,172	9,874	26,641	754,794,690	200334347	1,000,000,730	554,514,710	141711311	181,045,612	10,010,811	542,679,679	FILMA
1864	13,110	9,656	14,600	794,143,800	300,000,000	1/19/08/19/		296,518,624	100,010,460	14,844,373	\$68,000,000	886,907,8
1,609	33,436	0,718	99,174	THEMSON	F17.F11.448	MINISTRA		153,596,275	HEAVE	15.855.479	107,100,824	LECTION
1806	15,480	0,125	19,577	890,730,240		8,117,008,000		\$M,000,044	188,844,079	13,004,000	575,000,335	1,010,471,1
1907	30,330	97V1	19,420	B11,599,255		LINGGEAUTE		160,072,616	185,001,079	31,607,710	279 005,045	LORAZIELO
2655	13,400	1,707	15,610	104,301,746	314,735,300	1,045,675,700		196,063,000	110,878,930	11,581,683	155.185.473	1,334,495,4
3300	11,077	6733	\$1,700	NILANA.PHA	165,675,334	1,075,019,045		967,004,083	100,070,403	11,007,009	190,001,021	MANY
2500	13, tet	N/000	21,665	107,121,505	005,542,384	LINAMOUR		MENDERCE	122,434,071	11,510,660	100,000,000	LYTHAN
1993	18,870	3,100	\$0,000	MI,NA76		1,317,483,005		KONATIO	MARKAGE	11.494303	494,077,980	1,196,984.6
2000	15,550	9,900	22,355	979 540,812		1,740 DIS,640		\$14,000,000	114,908,890	11,617,600		1,00,00,4
1000	22,536	9,505	10,100	100,749,513	890,365,004	1,971,968,805		M0,790,680	191,814,005	18,015,545	100,110,463	1,715,015,5
1504	12,590	29,844	25,634	915,537,523		LNO, 854,765		999,173,209	117,477,191	20,515,145		LOULANG
1905	12,000	33.864	The	007217.813	200,500,505		438,4536	254,274,000	130,710,440	95,065,325		1,593,000,0

Number of selles constructed.
 Therefore PLANT Completes Desidence 6 Blands and Dance Complete PLANT Complete Desidence of the Selles of the Complete PLANT Complete Desidence of the Complete Desidence On Complete Desid

or Socied to the 1905 digazes as granusciesed explicat. TABLES.
KINGDOM in each Year from 1870 to 1905.

YCKS85					GROSS REC	ATTE.									ī
of Pascertees convepts,	PARIES TRAFFI	M 090 0.11	Paget C	ioces rec	LOGAT M	ION TO	AFFEC.	MINORAL	AND OUR	_	Excess:		Nur Ka	NOTE.	
at louse Thirt Holden	Total.	Pro- por- tion to fotal Ee- celpta.	Tetal.	Pro- protion to Tota En- cerpts.	DAAL	Per Mila of Line open.	Per Diale Mile	Estria, Todia, Naviga, Mos., M	Pro- pertion to ruta Re- celpts.	from all fources.	Total.	Pro- por- tion or Total Ro- celpte	Total.	Pre- portion for Total pold to Capital	YEA
	١,	Car Cont.		Per Cost.				1			_	-	-		
201241-387	19,390,691	Grad.	24.715.359	Certif. 58 E8	61.63.00	1,736	1 .	1,651,003	Cont	4	- 4	Per Cent.		Est	
25.299.754	28,002,150	629	BRANKEY	54-12	6385,66	8,004		1	4 c8	45,09,145	18,715,616	48	19,919,613	042	189
45555,000	21.397.660	617	19,044,600	5450	FLHADA			1,514,221	3 68	45,555,798	15,135,013	er	95,710,810	456	137
415,580,188	19,614,912	99				1,364	1 4	1,921,100	P-05	HUNCH	25,277,649	43	96,967,870	414	3870
47(440,63	24,000,648	12.00	21,811,810	10-11	RASPEARS	7,450	6 %	1,000,000	3 54	87,745,004	50,795,646	58	55,853,089	430	1871
MONEY COM	25.514.562			8000	M,809,420	8,410		1,356,517	3 16	69,354,758	30,410,112	/8	15,60,60	497	780
	90,190,566	41-00	\$1,000.079	14.01	54,643,518	3,411	0 29	3,504,147	9-06	61,837,000	09,7794,7139	84	16,654,171	# 45	1470
ENTRICOL		42 CG	10,764,827	14-95	09,817,006	9,661	8 4	1,197,000	110	66,113,215	28,104,100	14	19,690,468	e15	380
14/14/101	90,604,330	61/13	SAJAM DAT	HTT	00,644,007	N/EI	1 4	3,809,873	270	85,973,008	80,007,019	54	15/35,850	493	3871
100,054,456	56,890,614	42.71	35,664,783	N 20	00,414,815	3,66	6 67	9,404,000	245	BLASSLETY	89,284,000	85	19,079,004	616	MIT
189,781,000	31,991,000	44 96	19,479,097	64'90	89,305,680	3,564	1 3	2,011,413	216	61,779,935	20,845,913	- 12	29.7W,480	498	Mil
400,HILUSS	37,200,464	0.00	39,767,838	ME	62,861,76Y	8,853	1 10	1,729,688	200	65,470,005	80,811,324	В.	ELFRONT	418	1800
100,007.01	17,450,845	6195	05,445,000	5476	66,769,307	NA	6 3	9,640,955	266	05,817,443	84,600,600	40	FUMAGO	***	2489
464,636,785	26,774,013	011	17,740,816	6118	66,537,338	A106		5,655,000	640	68,877,284	84,370,404		MARK 418	640	MAN
PRILATERS	29,106,158	616	84,701,835	1018	45,014,000	3,661		Links	410	73.005.000	87,865,860		83,813,7W	420	1646
metor/ma	89,689,453	411	\$7,670,680	996	87/01,841	3,580	8 0	1,011,001	449	75,722,440	95,687,187		33,000,000	611	1504
605,181,796	19,713,000	42 10	MA71,646	mes	60,844,007	8.67	4 10	9,004,607	013	08,886274	MART NO		MINIST	495	1365
Net,584,790	10,844,810	01.65	85,070,499	63.36	69,811,877	2.60	4 19	SPLEE	4:98	00,531,553	MARASO		MOYEZHI.		Baie
703,475,661	80,833,561	42'00	F.14.100	1044	STATE AND	2,400	410	B.008,790	197	TOPILEY	\$2,000,000	12		340	
70,00,00	POMANO.	800	MATIATO	6910	00,780,870	E.400		A384395	4:01	TERMAN	PERMANE		81,993,14	410	SMI
TINAMENTE	85,000,794	43/90	41,064,888	6994	20,737,007	8,000	4 330	8,000,000	499			n	E4,131,658	4-00	2606
HTTHANK	NAME OF	10.04	12,553,553		MARKE	101	4 100	-paripase		77,019,ET	400H,138	10	MARKAG		1049
MSAMAN	M.830,006	42.99		40.00				3,400,868	+15	19/049/200	41,311,664	M	M/M/348		1100
OF LASS, DIE	85,003,046	67.44	48,800,712	43-10	19,005,600	3,963	4 20	1,400,816	4:97	11,400,607	45,514,779	* 1	IM/III/RM	199	1965
en, muse	MARIA	44	47,700,409		79,759,814	5,664	4 99	3,810,710	491	#3,000,040	69,717,969	16	34,834,019	1 15	1992
TLARESON .	16,416,418		40,864,607	89.84	75,514,680	A,111	4 19	3,712,800	479	NI,CH,RM	86,605,313	12	24,894,773	1 00	1960
75.770.00E		49.50	43,075,638	55-63	79,974,668	3,810	4 99	4,470,065	870	84,189,785	47,589,313	34	\$7,000,018	9:17	1894
140,230,A35	87,500,342	(3.4)	44,881,886	6E-26	\$1,000,047	3,146	4 10	4,890,006	9-97	84,935,795	47,754,087		мимов	210	1966
	10,121,6m	6-0	40,075,008	84:96	88,558,500	4,000	4 30	4,820,812	5-65	14,000,250	ANJAD, et a	68	90,755,000	1161	1890
0804203300	40,111,000	69:22	er,per,pro	EL-00	93,515,593	4,520	4 59	AMIJER	122	11,725,064	68,093,964	87	40,895,500	F13	1897
MILES PER	41,747,614	43'18	40,018,964	11:93	01,000,003	4,905	4 13	5,350,465	8.00	14,112,605	85,049,645	pa.	40,965,666	965	1890
IN/TEL/OL	49,714,900	49-09	85,186,064	57.78	00,878,000	4,127	4 10	r,ru,rn	973	135,087,066	60,000,807	14	0,611,01	M	1199
42,01466	45,313,856	43:55	55,670,664	8198	00,864,963	4,523	4 11	4,647,006	19-2	XX400,000	M/HUSE	10	64,083,011	3'41	1900
172,000,000	41,529,865	4979	15,005,500	4915	99,594,434	4/11		4,760,311	253	208,684,808	97,491,218	41	19,000,023	3127	1911
346 739,256	47,500,966	65:20	64,035,575	40:04	100,000,066	738,3	1 18	7,422,556	B 77	190,481,750	PEAGES 1	43	0,651,602	2-42	2022
18,856,166	60,000,000	42:00	85,113,675	40-10	105,079,101	24,054	. 10	1,000,000	791	100,000,734	esuseusse	0	41,750,000		2903
M713/100	4337,80	49:07	55,400,01R	42:54	145,797,689	4,000	4 19	tour pos	713	121,895,072	60,225,875	e	42,600,712	250	2924
91,013,000	65220.110	80	*****	4500	101 111 110	400		*****	10	35.00.013	70.004.600		42 MATES	***	

4 Perfective Searching from Gauser Within Company Normal Ass and Fact Office Madia.

No. 2.—General Summary for the United Kingdom from 1850 to 1905.

Yenn	Length of Line spen fee Traffs.	Total Number of Passengers energied (embusive of Sesson Titlest Holders).	Weight of Goods and Minerals Conveyed.	Total Capital Palé-up-j	Grom Receipts.	Working Expenses.	Not Receipts.	Per- centrage of Not Receipts to Total Pusi-no Capital	Per- otning of Workin Expend fore to Gross Receipt
	Hilos.	No.	Tone.	£			£		
1850	6,631	72,654,422		240,270,745	13,994,6091		-		-
1860	10,488	168,458,678	89,857,719	545,330,227	17,764,0231	18,187,968	14,079,054	4-19	47
1870	15,5052	336,545,397		129,005,073	45,053,143	21,715,925	22,003,618	4:41	48
1880	17,933	603,595,005	235,935,029	729,526,549	65,414,025	35,931,124	53,890,668	4:00	51
1885	19,109	667,210,003	107,989,454	815,808,063	60,655,374	56,797,997	29,767,817	6:09	53
1800	20,015	887,744,646	369,119,427	197,472,005	79,948,793	43,163,500	16,700,148	4:10	34
1995	\$8,874	939,770,909	354,830,991	1,011,110,221	85,993,702	43,676,607	28,016,065	3 10	06
1900	21,633	1,142 270,098	424,999,818	1,176,001,000	104,001,828	64,743,000	49,008,308	3:43	62
1903	29,435	1,285,003,395	443,007,947	1,045,009,817	110,888,714	69,061,955	49,926,859	3145	62
1904	20,651	1,194,773,720	449,697,638	1,000,494,583	111,830,972	69,179,631	48,600,741	3:16	69
1905	99,847	1,199,022,102	451,139,923	1,090,860,505	113,531,019	70,004,663	43,495,356	3-20	60

ament he stated. Scalairies of "Mincellancons" specifics, the amount of which is not available, aught of Line constructed, control of cultural additions to Capital on convenion, consolitation, or division of Stockes,

THE POLLOWING STATEMENT RECOVE THE LENGTH OF LINE AT EACH GAUGE OPEN IN THE UNITED KINGDOM IN THE YEAR 1905.

Gange .	Ft. fa. 1 118	PL IL. 1 1	Pt. 6s.	Pt. da. 1 4	P. 14. 1 6	2.4	n a.	Ft. bt.	P. fs.	D. 11.	JP. 6s. 4 Hj	n	also in the year
Length -	Mon.	350cs.	M30.	Miss.	Mbe	Milan.	Nobs. 864	Miller T	Nidea.		M/See. 37,508	87354, 9,784	and lindybundo or a single of sated line of railes,

LENGTH OF LINE.

No. 3.—LENGTH OF RALLWAYS open for Traffic on the 31st December in each of the Years from 1896 to 1903.

				1900	`					
	1906.	1897.	1998,	1990.	1960.	3901.	1102.	1908.	1904.	1900
fr England and Walsh	Nuc.	Miles.	Arates.	Miles.	Miles.	Miles.	Moles.	Mla.	Hite.	Min
Single	5,110	5,113	6,138	5,111	5,664	5,105	5,000	5,133	5,211	5,96
Deshie				1 (9,323	2,290	9,394	8,244	9,361	9,45
Tiree	18,560	9,766	9,636	9,003	193	179	172	194	202	29
Page of more	J			1	119	741	800	930	978	1,60
TOTAL	14,768	14,838	15,007	36,044	15,795	15,306	12,355	15,000	15,636	15,78
In Scotlage						_	_		_	_
Stagle	3,607	2,039	2,058	2,667	2,000	2,121	9,193	2,161	2,006	9,20
Double	1			(1,417	1,423	1,400	1,451	1,453	1,50
	23,384	1,608	1,418	1,425	3		98	99	23	1
Feer or more)			1	10	10	97	27	20	
TOPAL	3,391	3,447	3,436	3,450	3,485	1,568	3,599	3,064	3,713	3,90
la IRTLAND										П
Stople · ·	2,593	2,549	9,557	3,535	2,567	2,780	2,586	2,439	2,515	2,6
Double				1 1	693	683	685	638	559	6
Three	616	619	639	cens	1	1	1	-	3	
Four or more	J.			(-	-	-	-	-	-
TOTAL	3,178	3,168	3,374	2,176	5,163	3,206	8,814	2,270	3,296	2,71
In United Kimpon										
Single	9,088	9,701	9,767	9,723	9,701	9,804	9,802	9,000	10,944	14,10
- Double	1			1 (12,954	11,540	11,009	11,897	11,763	11,45
Three	11,189	11,733	11,892	11,077	160	181	134	936	998	93
Four or more	}			1	728	753	827	907	1,664	1,65
Total	91,977	21,433	21,600	22,700	21,863	92,478	92,152	22,435	12,634	22,81

	210		MILES.	len,	the of	each	en 31: track,	togeth	er vi	h the	length	of Si	gjinde i	rodus	the Canti	o track)	an, the
١		Past Truck	Steend Truck.	Third Truck.	Fourth Thank	Fifth Treet.	Shuth	Servach Track.	Elghth Track.	Ninda Track	Touth	Harranda Track,	Twelith Truck	Thirteenth Truck,	Total Length of Truck	Length of Strangs (reduced to Stagle Track).	Yorki Length (motal- my tiskngs).
١	2908	Miles. 22,435	195es. 12,517	Miller 1,133	Afiles.	Miles. 102	2f(Ec)	Miles. 14	Miles 3	Miles	Miles.	Miles	Miles.	Miles.	Miles. 37,266	Miles. 13,369	Moles. 50,634
١	1904	22,601	12,092	1,271	1,000	153	85	35	17	7		3	2	1	37,901	13,723	51,604

0006 24,870 28,810 1,886 1,687 170 97 46 92 11 5 3 3 1 88,633 13,681 63,892

Note:—The figures for 1903 are partly estimated, and those for 1904 and 1905 can only be taken as egyptomentally carried. (See remarks on page XX.)

ROLLING STOCK

Yesz.

No. 5,Comparison of the Total Number, and of the Number per Mile of Open Railway										
Yest.	Leconstires.	Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.							
	ENGLANI	AND WALES								

16,699

17.556 -81

17,556 10

16,970 184

19,003 -95

19,140

19,437

19,796 99

19,615

19,722

93

- 91

						ENGLAND /	IND WALES.			
	_	_			Total Number. *	Number per Mile Open.	Total Number.	Number per Mrle Open.	Total Number.	Numbe per MI Open.
1996					16,150	1:10	\$5,646	948	18.611	92
1897	÷	:	÷		15,600	1:19	37,149	263	16,148	198
1899	÷				11,020	1:13	36,355	204	14.678	96
1939	÷				17,500	198	30,653	3499	14.905	1100
1900	÷				16,549	1.99	40.508	2-01	15,315	191
1901	÷			- 4	16,000	1.93	41,674	272	15,729	1 03
1960				- 1	18,917	1.23	42,350	2:78	15,910	194
1903	÷				19,155	1:94	41.663	2.77	19,223	1:05
1004	÷		÷		19,184	193	43,056	976	16,227	144
1906		٠	٠	٠	19,071	191	43,460	8-76	10,004	1.00
		_		-		SCOT	LAND.			
1006	Τ.	٠.	_	- 1	2,040	-60	4,793	141	9,043	***
1097					9,093	*61	5,053	147	9,110	*63
1909					2,100	103	5,100	1:47	9,196	163
1599				- 4	2,241	104	6,933	1-61	9,184	150
1900					2,345	107	5,492	1.96	9,993	10
1900					2,379	167	5,568	1:54	9,986	101
1903					9,968	67	5,568	1.00	9,366	- 00
1608					9,088	*65	5,640	1:54	2,310	9
1994					2,104	-64	0,692	1.63	9,300	- 4
1905	٠	٠	٠		9,509	-61	0,988	110	2,441	
	_	_				IRE	LAND,			_
1106			-	- 1	510	15	1.844	- 58	1,000	1 4
1697					297	-95	1,656	-59	1,098	- 9
1993					800	-28	1,961	155	1,009	195
1999					919	95	1,618	-59	3,221	-50
1900					419	-95	1,066	-59	1,128	150
1641				- 1	834	-98	1,917	109	3,968	-94
1992				1	830	16	1,960	41	1,171	-94
1903					844	-16	1,978	-00	1,183	-94
1994					663	96	1,560	-60	1,290	-94
1993					879	98	9,008	41	1,292	-94

13,916 49,934 1:50 19.479 91 44,653 9.05 29,914 -53 45,125 3 08 29,570 -35 46,170 22,304 -92 47,608 1901 \$1,823 -03 49,094 999 1908 98,130 1:00 49,556 2:25 1903 23,335 190 00,485 2-25 1904 23,463 -99 59,738 2:34 23,346 1905 -22 51,150 2:24

NOTE.—The number on the above table refer only to the carriages, waggees, becauselfree, doe, belonging to, or bired by, the sulvary companies.

* Instituting electric isomestives. Printed image digitised by the University of Southernoton Library Digitisation Unit

of Locomorives, Carbanes, and other Venezurs in each of the Years from 1896 to 1905.

geen of all bind ouveyance of L rals, or General		Any other Carring tund on the I included in the pre	tellway not celling Columns.	Total of Vehicle Locumo	er, excluding cives.	Y
		ENGLANI	AND WALES	L		
Total Number.	Number per Mile Open.	Total Number	Number per Mile Open.	Total Number.	Number per Mile Open,	
469,097	31:19	19,840	- 87	533,091	38-11	
490,119	32-60	13,300	-20	844,720	80.25	
476,553	23:22	14,827	-99	566,206	37:73	
813,154	36:11	14,365	1.00	692,477	2878	
529,739	34.88	16,429	1-08	991,841	29-02	
435,764	35.97	16,401	1-07	510,565	59-89	
542,773	3534	27,941	1:13	618,884	40-25	
545,186	35:17	17.9%	1:11	623,543	10 20	
549,484	35:15	17,790	1:14	898,507	97-22	
582,729	35-14	17,719	1.13	639,070	49-65	
		50	VILAND.			L-
152.704	28:10	1,300	160	140,949	41:07	Г
134,649	20.06	1,388	-40	148,190	42/04	
129,355	40-06	1,444	162	147,944	42:56	
145,554	41:55	1,400	162	154,568	4410	1
146,108	42:00	1,463	162	157,925	6511	ì
147,497	41:41	1,492	42	156,756	44-00	
149,230	41:03	1,526	45	354,679	44:33	
155,239	41.92	1,000	**	149,104	44-66	
153,234	41:25	1,007	46	163,621	43.98	
168,167	40:28	1,690	*44	169,983	42-94	
	-	17	BLAND.	1		-
17,380	F44	400	-35	20,711	8-58	
17,562	254	4/8	15	20,944	8100	
17,945	2-65	400	-36	83,491	874	
18,989	878	496	126	91,771	8.98	
11,120	D-59	828	198	31,690	0.00	
18,587	8:90	314	-20	22,509	710	
19,668	5-95	827	-96	95,994	7-15	
19,988	5:00	831	-05	22,275	7:18	
19.536	5.50	997	- 98	20,475	7:16	
19,635	5-95	957	-29	23,800	7:19	
	-	UNITE	D RINGDOM.			-
818.003	99:10	14.000	1		80.00	
819,061		14,090	-69	899,554	22:56	
832,350 655,763	29:00	15,145	-11	706,688	33-07	
877,069	30.98	16,787	-77	786,683 788,818	33-16 34-97	
995,967	31 65 21 53	19,718	155	762,996	89-74	
702,636		18,797		799,815	36-77	
711,069	\$9-10	19,594	- 68	790,948	39-11	
717,694	31-99	19,750	188	807,735	36'00	
722,516 793,518	31-99 31-76	20,354	190	813,143	35-93	
				816,643	25:76	

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to distinguish the link post of Sections and a literature from the

Brock and Share Capyral.

No. 6 .- Autoury of Capital of Enflowy Comparies in each division of the United Kingdom authorised and paid up on 31st December, in each of the years from 1816 to 1906. LOANS AND DESCRIPTION STOCK.

TOTAL CAPITAL.

	Authorised.	Publ up.	Authorised.	Raised.	Authorise4.	Paid up and Baired
		,	NGLAND AND W	ALES.		
	£	4	£	£	4	
1896 -	633,993,477	598,644,003	927,640,965	945,192,419	995,692,642	848,890,470
1697 -	705,455,802	647,511,545	283,444,279	\$43,099,500	\$60,567,811	884,411,011
1888 -	747,000,334	679.134.505	204,114,273	200,939,763	1,043,094,897	104,135,93
1600 .	T69,709,155	890,007,340	301,798,742	239,722,965	3.073.437.697	500,719,600
1900 .	783,934,120	704,715,304	318,197,807	265,609,417	1,065,042,037	979,147,561
2302 -	794,894,569	795,974,897	316,529,800	210,971,945	1,111,164,500	\$68,648,795
1100 -	600,800,500	227,164,777	322,415,500	959,729,981	1,124,083,312	1,003,817,696
1668 .	834,562,056	144,828,230	334,591,390	297,592,005	1,170,283,996	1,002,495,505
1004 .	835,834,663	757,677,940	341,007,519	193,217,937	1,173,690,973	1,000,860,17
1105 -	891,793,917	767,988,964	344,015,463	596,497,000	1,161,740,974	1,668,700,65
			BCOTLAND,			
1890	114,169,210	115,560,510	36,004,633	33,379,473	150,473,905	146,893,990
1007 -	118,998,989	120,654,653	87,190,714	31,350,943	155,483,074	183,887,580
1896 -	109,000,577	127A47,104	27,643,907	31,135,676	357,714,434	159,092,790
1800 -	102,027,908	129,803,963	88,876,978	23,984,008	100,000,081	364,000,871
1900 -	198,907,777	110,850,663	29,021,155	39,110,056	149,899,923	165,089,716
1901 .	155,104,809	188,608,565	89,797,166	890,610,008	364,800,924	165,662,422
1991 -		120,899,749	41,851,948	20,466,065	195,229,554	172,366,735
1993 -	126,060,002	138,417,988	43,410,945	26,940,672	, 368,398,347	159,667,840
1004	327,994,455	142,236,973	49,907,618	26,054,433	109,429,007	379,196,796
1905 -	129,165,630	349,186,002	42,418,160	93,864,684	170,631,793	189,694,720
			IRELAND.			
tage .	50,003,003	98,913,097	13,114,006	11,799,888	45,509,509	56,788,875
1897	20,578,111	97,969,160	31,065,109	11,475,000	43,004,009	20,465,455
1898	30,079,844	97,730,259	33,988,176	11,611,013	43,000,000	20,000,000
1100	30,765,915	28,949,762	23,990,409	11,849,971	48,755,624	40,000,000
1990 -	31,893,766	27,756,484	13,469,320	19,000,046	45,999,099	20,763,875
901	39,541,312	29,164,093	13,997,307	12,090,168	46,478,619	40,954,980
909	33,379,422	28,676,068	13,445,765	11,900,940	45,045,729	46,477,000
1908	91,533,533	99,845,309	13,221,709	11,116,951	44,000,010	*80,063,546
1964	20,533,513	97,934,980	15,245,799	11,177,818	44,780,982	36,417,000
905 -	21,209,433	27,194,787	13,245,259	11,210,499	44,554,701	33,400,550
			UNITED KINGDO	м.		
E24 .	809,783,849	769,217,417	200,000,000	393,367,718	1,197,005,966	1.023.470.880
107	887,588,910	797,936,997	339,739,163	391,938,798	1,190,015,175	1,000,705,000
898	895,161,745	814,723,008	344,734,956	229,745,454	1,242,836,700	1,134,465,461
. 999	939,800,718	849,969,007	3/0,675,294	303,263,644	1,930,826,948	1,122,317,60
100	937,133,695	865,456,309	365,541,384	310,543,563	1,000,074,079	1,176,000,890
901	938,514,703	879,492,583	359,974,302	316,072,186	1,399,460,000	1,193,964,478
908 -	962,340,913	699,770,684	377,717,715	324,090,885	1,340,058,646	1,916,551,421
903	961,760,768	\$10,099,908	896,166,074	334,909,006	1,371,996,895	1,945,668,917
204 -	961,333,658	927,140,483	206,152,006	341,354,155	1,097,884,763	1,228,434,683
906 -	997, 117,970	947,586,193	\$99,700,996	345,214,812	1,586,823,603	1,092,601,008
		to the inclusion of cy of England, to a				

xxix No. 7.—ADDUNT of CAPITAL of Reliway Companies in each division of the United Kingdon paid up or mised on 31st December, divided into Ordinary, Preferential, Guaranteed, Leans and Debuture Stock, and amount of Subscriptions to other Companies in each of the years 1896 to 1905.

Loans. Debenture Stook.

Year. Orlinsey. Perforential.

		£	£			£	
1896	- 1	203,783,767	- 206,300,966	95,875,429	11,025,669	204,604,002	20,007,001
1897		843,806,388	216,759,104	98,775,066	11,369,598	237,699,602	33,796,035
1888		348,541,319	200,400,047	14,345,006	10,902,918	265,095,845	33,633,623
1899		353,001,800	343,309,919	94,638,442	10,798,014	241,934,934	34,033,348
1000		386,977,796	250,437,931	94,829,407	10,793,455	\$54,711,953	35,717,293
1944	- 1	364,227,091	250,970,137	96,177,309	10,871,996	208,700,000	35,563,841
1993	- 1	370,500,000	960,945,235	98,717,463	10,719,919	205,005,003	35,473,349
1903	-	380,435,027	295,911,772	97,599,003	17,505,709	970,076,506	43,994,402
1994	- 1	386,154,594	277,361,846	98,341,650	17,634,633	275,885,414	\$5,353,761 15,574,480
1935	.]	399,718,431	278,144,711	98,306,199	16,400,883	233,037,638	35,353,994 17,300,844
	1						
2005		59,941,417	48,473,881	13.225,070	\$15,170	30,577,299	1,690,559
1997		65,243,995	44,311,490	13,076,198	560,490	30,670,651	1,092,503
1133	-	63,728,911	66,042,665	13,076,198	300,671	39,835,947	2,090,647
1839		203,600,002	46,141,733	16,076,198	388,683	31,295,225	2,328,046
1900		73,834,957	68,245,226	13,073,198	435,335	22,695,720	2,332,146
1901		74,563,484	47,415,688	13,074,398	547,504	23,062,658	2,623,793
1902		76,110,207	47,531,594	13,075,199	625,203	34,543,785	2,509,697
1908		77,494,623	47,845,467	13,076,298	1,021,965	35,216,167	2,574,676
1904		79,333,703	49,818,370	12,070,188	1,855,600	35,692,806	860,012 8,719,971
1905		(4) 77,796,429	80,000,445	545 25,400,396	1,344,634	36,162,170	862,884 / 2,861,800

16,446,519 8.322.947 3.243.571 733,564 10.979.271 274,139 1997 16.446.234 8,332,570 6,233,991 507,304 10,950,993 1999 16,159,991 8.421.157 8,158,191 679,394 11.551.619 603,659 3899 16,000,021 6.683,210 5,157,821 283,376 11,461,595 458,630 1900 16,003,922 6,939,213 4,738,976 274,550 11,654,196 492,971 6,533,920 6,039,929 274,883 733,396 1100 15.501.592 7,061,757 6.119,729 271,800 11,029,132 833,506 1900 14,575,854 6,071,222 6.199.314 250,763 22.836.000 550.910 500 000 14.501.923 6.193,654 6,239,433 10,871,894 14,154,783 305,843 10,904,485 780,710 6,228,470 6,009,129 UNITED KINGDOM. 1800 389,673,998 103,993,644 100,144,070 12,064,006 978,193,120 \$8,633,000 1697 435,502,592 209,373,440 100,061,275 12,607,713 279,231,045 35,775,148

1806 435,423,544 290,523,669 110,379,003 12,182,563 288,162,471 38,450 100 1809 493,203,543 297,904,063 110.870.461 11,687,653 221,429,771 37,590,024 449,000,686 203,523,272 110,634,071 11,810,683 000 000 070 38,763,560 454,879,167 510,839,740 114,018,430 11,094,333 204,577,502 39,919 020 1902 411,225,955 214,937,976 115,906,200 11,517,950 312,472,937 41,909,833 1933 472,505,534 220,719,560 116,864,085 18,818,545 316,120,663 49,073,088 1904 117 477 191 19.116.145 222 025 005 98 996 STE 1 19 060 2 493,293,092 (a) 119,516.449 VO 098 319 225 1/6 499 96,698,896 | 90,673,555 · (n) 483,495,648

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NOMINAL ADDPTIONS TO CAPITAL

The state of the s
No. 8.—AMOUNT of Carrial due to nominal additions on the conversion, consolidation and division of the Stocks of the Enthusy Companies, included in the totals in the preceding table in each of the years
from 1896 to 1905.

E		4	£	£	4
15,610,061	14,908,902	7,825,606	5,949	33.836.256	71,096,000
\$9,149,528	20,146,944	7,212,908	5,942	34,497,271	111,994,560
50,530,991	35,861,450	18,578,497	5,942	40,188,688	141,186,706
64,928,824	20,851,451	13,030,994	5,949	40,203,001	141,645,809
51,313,786	35,851,451	13,020,844	5,942	49,774,623	142,456,765
\$1,720,339	37,127,570	13,430,984	5,949	40,983,043	142,737,860
88,907,440	37,127,170	13,690,964	5,949	40,963,068	143,035,104
83,755,836	25,127,973	14.197.097	5,942	40,984,345	144,251,455
\$3,134,402	37,691,634	14,197,491	5,943	49,812,005	145,753,374
- 88,852,255	37,641,988	14,197,491	5,840	40,845,314	144,941,960
	50,140,628 50,530,991 50,998,924 51,213,736 51,756,222 82,907,446 52,736,336 53,134,462	90,149,688 90,149,344 90,000,000 90,000,000 90,000,400,400,400,400,400,400,400,400,4	13,410,051 14,000,052 7,000,005 03,100,055 201,04,044 73,120,000 04,000,000 12,043,420 13,000,094 04,000,000 13,000,044 04,000,000 13,000,094 04,000,000 14,000,095 04,000,000 14,000,000 04,000,000 14,000,000 04,000,000 14,000 04,000,000 14,000 04,000,000 14,000 04,000,000 14,000 04,000,000 04,000,000 04,000,000 04,000,000 04,000,000 04	14.814/621	1481 46 21

1886	-			IRELAND.			_
_	_					4,044,101	41,740,30
2905	-	35436,345	6294,929	2,721,500		3,334,797	47,748,30
1904	- 1	35,007,790	6294.929	2.723.400	=	3,316,767	47,393,1
1998		34.218.589	6,291,920	2,721,600	=	3.515.767	45,551,9
1142	- 1	22,033,045	6.294,920	3,721,689	=	3,336,787	45,835.0
1904		30.023.61.5	6.294.920	3,721,689	=	3,846,797	64,335,8
1900		23,623,616	6:294.220	2,721,600	=	3,346,787	43,923,0
1899		50:070.900	6.294,920	3,721,659		3.346,787	42.635.1
MW		29,490,61.5	5.394,930	2.723,600		3,346,786	41,542.2
1600		22,413,346 57,265,386	6,294,929 6,394,929	9,721,690		3,545,796 3,545,796	54,275,76 40,063,61

1904 2905	-	35,607,792 35,436,345	6,294,929 6,294,929	2,722,600 2,723,600 2,723,600	Ξ	3,316,767 3,316,787	47,390,10 47,748,30
				IRELAND.			
1806		-	130,684	140,504	_	205,374	460,81
3997	-1	- :	132,707	141,854	_	309,87A	(83,83
1936	- 1	- 1	122,940	141,854	-	999,874	985,06
1899	- 1	-	139,763	141,654	_	209,274	484,89
1900	- 1		133,763	144,654	-	120,300	395,93
3901	-1	-	61,885	141,854	_	198,887	339,99
1009	- 1	-	61,995	141,854	-	129,587	339,99
1903	- 1	32,393	13,903	141,854	_	148,150	351,18
1904	- 1	22,993	13,993	141,854		163,417	351,45
1965	- 1	22,290	13,393	141.804	_	163,417	351,45

1800		- 1	130,694	141.504	_	208,374	460,818
3997	- 1		132,707	141.554	_	304,874	(83,855
3938	- 1	- 1	122,940	141,554	-	209.574	684,068
3899	- 1	-	130,763	141,654	_	209,274	484,890
3900	- 1		130,763	141,854	-	120,800	396,936
3901	-1	-	61,885	141,854	_	199,987	339,996
1009	- 1	-	61,995	141,854	-	129,507	339,994
1903	- 1	32,280	13,303	141,854	_	148,150	351,187
1904		12,993	13,993	141,854		163,417	351,454
1965	1	22,290	13,989	141,854	-	363,417	301,464
				UNITED KINGDO	M.		
1996 1697 1698		87,423,997 77,856,814 89,411,006	28,835,837 26,976,979 43,999,310	16,188,912 16,076,412	5,942 5,942	37,300,316 37,962,331	105,345,514 100,476,071

1903 1904 1905		32,200 12,000 22,200	13,318 13,318 13,316	141,854 141,854 141,854 141,854	· Ē	129,587 163,150 163,417 163,417	339,464 351,454 351,454
_	_,			UNITED KINGDO	M.		
1895 1897 1898 1899		37,423,997 77,854,514 80,811,996 81,301,646	22,335,831 26,576,972 43,999,310 43,310,133	10,188,912 10,076,412 16,443,131 16,484,488	5,942 5,942 5,943 5,942	37,391,316 37,662,331 43,742,758 43,743,660	105,345,514 105,476,071 185,513,147 184,765,871

187.456889

160,888,500

101.954.588

44,259,160 198 498,907

44 204,318 194,343,326

44,340,750 2903 83,743,937 43,484,375 16 484,488 5,043 43,728,067 1900 85700.485 63484,37E 16,484,486 5,912 43,798,933 1905 87,008,507 43,543,583

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g. Ordinary. Proformital. Generated Proformitial Louis. Delenders Biod. Stock. Stock.

		1		Gentletting.			Stock.	
			ENG	LAND AND	WALES.			
1998 1897 1996	4:61 4:15 3:97	3 58 3 76 3 40	4 41 4 51 4 10	4 03 8 95	4·22 4·18	3·50 3·40	9-54 9-92	4-09 3-91

SCOTLAND

4-99 3-11 3-67 3-66 3-66

4-90 3-13 3-65

IRELAND.

3:19

3-45

UNITED KINGDOM.

Nova.—On second of regular helicinas made to the capital of the computes the rates of divideed or instruct given in the slove Tables are lower than they otherwise would be. The average rates of dividend or intercet for the United Kingdom reductated as the capital exceedince of the avoidnt additions are as follows:—

The rates of interest on lanes and debenture stock used for the calculations for the above. Table see the rates provide.

* One note I before.
The calculating the rates of Dirinkent or instead for those years the contracted person of the capital of the Middle Constitution on the "Middle Government of Constitution of the Constitution of the Constitution of Constitu

xxxi

No. 9.—Avenage Rate of Dividence or Interest on each Description of Capital in each of the Years from 1896 to 1905.

RATES OF DIVIDEND.

8:48

2:49

4-22

274

8-45

3-23

255 2:36

9:55 9:12

200 212

440 4:13

3199 3 83

360 872

3-67 3-64

348

2144

2.46

3-40 5-41 5-12

3-60

3 22

2:57

8.97

344 347

242 246 248

4:12

4:23 2:39

6-54 \$-20

4-18 2-56

3 18 3 67 3 16 3 19

3-10 4-99 2-39 3-95 4-95 2-49 3-23 4-96 3-45 3-31 4-94 3-53 3-33 4-99 3-53 2-34 4-99 3-53

4 00 4 90 8 20

4100

1999 418

1900

1999 3:51

*1903 3147

* 1994

* 1905

1896 2-98 2-99

1897 9:51 3:98

1659

1903 294 440 440 400 1903 292 440 440 440

1664 2:21 3:69 4:00 3:66

1905

3395 6'44 379 4'31 349 1897 4'83 3'99 4'33 2'95

1838 4-35 3-92 4-93 3-94

1999 4:27 2:48 4:22 4:00

1900

1994 3/29 3/56

1900

4 250.0

12905 3-96

1896 4-20 1897 3-91

1899

1900

1900

1905 4:01 3:05 4:07 4:14 4:13 3:96 3:97 4:05

3'36 5'48 4'03 3'58

8:99

* Sec note + below.

5:19

949

8:05

3 96 4:00

3:90 2:99

5-51 4 09

3-43 359 3-08

3:44 4:00

4 60

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No. 10.—Amount of Ordinary, Preferential and Guarantero, and Loans and Desenture Stoce of Railway Contrastes in each division of the United Kingdom, chancel according to the rate per cent. of Dividing Table

CLASSIFICATION OF CAPITAL AND DIVIDEND.

or Interest payable in each year from 1901 to 1905.

(Ezzlusive of Nov	Compasion the li	sen of which were	in course of court	rection.)	
	ENGLAN	D and WALES	3.		
Rate per Cust, of Divident paid.	2901.	1902.	1900.	1904.	1905

		ENGLAND	and WALE	3.		
Rate per Cust, of Dividoud paid.	T	2901.	1902.	1903.	1904.	1905.
	1			ORDENARY STOCK.		
Fit	: 0	4,090,430	60,947,970 12,713,993	(F) 45,957,399 13,693,517	50,524,362 12,978,960	70,766,1 3,765,6

		DEDENARY STOCK.										_
E 50,766,925	50,524,362	(F) 40,997,399	60,947,970	(a) 58,454,144								Sz.
1,705,676	12,078,989	13,603,517	12,713,993	4,090,430				at -	per Ci	ling 1	KIM	Sete
93,421,225	9,443,419	8,034,400	7,501,896	8,541,003	ensi.	per Ce	ng 2	ceedia	no4 ea	1 and	olina	Erros
99,494,373	95,339,138	95 495,198	92,432,128	105,071,464		16	3			2		
66,530,653	67,390,592	64,130,126	65,711,554	54,300,773		16	4					
				and and an			4					-

ya								(0)	E,654,744	60,947,970	(F) 49,997,399	50,524,362	E 50,566,325
Setess	eding	1 per	Cest						4,090,430	12,713,993	13,603,537	12,078,989	1,705,676
Ermoli	ng 1 a	od ass	exce	edia	g 2 p	ис Св	eta.		8,561,003	7,511,896	0,034,400	9,441,419	93,621,225
79	2				3	16		ı.	105,075,464	98,492,198	95 #95,198	95,333,138	\$9,494,075
-					4	14			54,300,775	65,711,654	64,130,126	67,093,594	66,532,653
-	4				5			П	36,973,960	(c) 19,730,896	14,923,650	8,999,417	12,777,665
-	4				6			1	88,978,194	120,990,296	122,104,800	134,224,550	87,176,290

Notesco	eling	1 per C	est -			4,090,430	12,713,993	13,603,537	12,078,989	1,705,676
Emolis	1 de	daxe	ceeedia	ng 2 p	er Cuni.	8,561,003	7,501,896	0,034,460	9,443,419	93,421,225
79	2			3	16	105,075,464	92,432,128	95 495,198	95,339,138	\$9,454,075
-				4	16	54,300,773	65,711,654	64,130,126	67,393,592	66,532,653
	4			5		36,973,960	(c) 19,730,896	14,923,650	8,999,417	13,777,665
-	4			6		88,978,194	130,190,396	122,104,502	130,224,550	87,176,290
-	6	-	16	7		3,637,688	5,177,133	4,693,780	2,027,440	44,963,634
-29	7			6		3,000	185,800	717,899	137,000	1,009,098
	8		14	9	18	546,170	3,000,073	1,147,119	795,008	225,000
	9			10		15,000	15,000	15,000	860,172	_

	4							36,973,990	(c) 19,730,896	14,933,650	8,993,417	12,777.665
-				6			Г	88,978,194	120,090,296	122,104,102	134,224,550	87,176,200
	6		14	7				2,037,058	5,177,133	4,691,780	2,027,440	44,963,634
-79	7			6				9,000	185,600	717,899	137,000	1,029,008
	8		14	9	18		1	546,170	3,000,073	1,147,119	795,008	225,000
	9			to				15,000	15,000	15,000	869,172	-
	30 pc	r Cunt.				٠		***	-	-	-	-
									Parteret	AL AND GUARAN	TERD STOCKS.	
Nit -		٠.					(4)	28,119,084	(c) 29,445,447	(/) 91,658,666	(a) 21,451,855	23,284,163
National	rediter	per Ce	nt. •			-		635,600	194,000	160,000	500,630	285,000

:	8	:		9			546,150 15,000	1,000,071 15,000	1,147,119	790,908 869,172	221,000
	30 pc	r Cont.				٠		-	-	-	-
								PREFERENTI	AL AND GUARAN	rend Stocks.	
Na -							(4) 25,119,084	(c) 29,445,447	(/) 21,555,656	(a) 21,451,855	23,284,363
Necesse	eding	per C	pt				625,000	194,000	160,000	500,610	185,000
Excedio	glar	d not e	scoods	ng 2 y	er Ce	nt.	2,612,680	992,457	2,974,107	1,483,129	3,581,190
-	2		70	3			111,331,161	108,274,476	134,793,714	115,532,522	115,092,839
	3	-		4	in		125,434,853	168,657,651	147,892,688	155,191,479	155,145,768

Na -							(4) 28,319,084	(c) 29,445,447	(/) 20,035,656	(3) 21,451,855	23,294,163
Net exe	redite	1 per C	igat				625,600	195,000	160,000	500,610	185,000
Excedi	ing 1 a	nd not e	rscood).	ng 2 y	er C	nt.	2,613,680	992,457	2,974,107	1,483,129	1,581,160
	2		70	3			111,321,161	108,274,476	114,793,714	115,532,522	114,092,839
	3			4	in		125,434,853	148,457,451	147,892,688	155,191,479	155,145,768
Or .	4			5			69,517,739	72,690,791	73,123,945	72,907,796	14,435,774
-	3			6			3,473,925	3,490,075	3,409,075	3,460,035	3,469,075
	6 30	or Cost.					22,000	2,000	3,000	9,000	2,000
								Loavs	AND DESERVORS	STOCK.	

	3	-		4	in		125,434,853	148,457,451	147,892,688	155,191,479	155,145,768
Or Con	4			5			69,517,739	72,690,791	73,123,945	72,907,796	74,435,774
-	3			6			3,473,925	3,400,075	3,409,055	8,469,035	3,469,075
**	6 10	r Cest.					22,000	2,000	3,000	9,000	2,000
								LOANS	AND DESERVOKE	STOCK.	
No							- 508,480	885,493	(8) 688,954	553,462	188,483
Not exce	oding	per C	ent	-	٠.		1,954,668	1,954,555	1,334,566	1,954,566	1,254,555
Expendin	g l sz	al not e	mosedin	g 2 ;	er Ce	nt.	1,666	1,666	3,666	1,666	1,698

**	6,	or Cost.				•	٠	22,000	2,000	3,000	2,000	2,000
									LOAYS	AND DESENTURE	STOCK.	
No.								- 508,450	889,469	(8) 688,954	553,462	108,483
Not exo	eeding	1 per C	kat.					1,054,668	1,954,555	1,354,566	1,854,566	1,254,555
Expendi	ng 1 s	tee fu	inceed	ing S	pe	r Ce	ĸŁ.	1,666	1,666	1,666	1,006	1,666
79	2		- 10					199,219,962	163,531,361	166,363,914	168,533,143	169,000,537
	3			-				59,776,220	63,503,926	61,002,341	71,506,346	73,229,171
100	-6	41		- 1	5			46,007,496	47,011,008	48,041,980	42,294,607	42,296,222

re	2								
					199,219,962	163,531,363	165,363,914	168,533,149	169,000,537
	3		4		59,776,930	63,803,926	61,002,341	71,506,946	73,229,171
100	-6	41	5		46,007,496	47,091,098	48,041,980	42,294,007	42,286,222
- 19	.5		4		1,568,144	1,593,763	1,563,144	1,562,144	1,500,144
	·6 p	er Cont.			5,400	8,410	6,600	5,400	5,400

(4) , 1,560,000	٠.,	**		let July, 19	2.
(6) - 43,331. (4) 1,360,000 (6) - 99,793. (6) 199,8793 (6) 201,690 (6) 201,690			, 1	st January,	1902, and
- 34 " ST/05/0"		14	did not norme	100 1996.	
(\$6) ·* 139/45/6		24	50	Jeener	r, 1904.
OM - 150,6725	3.5	33	34		3906.
(34) - 110,472	**				1934,

22,032/. en which dividend did not scores till 1996.

CLASSIFICATION OF CAPITAL AND DIVIDENDS. No. 10.—Amount of Ordinary, Preferential and Guaranteed, and Loans and Desenture Stock of Rareway

xxxiii COMPANIES in each division of the UNITED KINGDOM, classed according to the rate per cent. of: Dividend paid or Interest psyable in each year from 1901 to 1905,—continued.

(Englasive of New Companies the lines of which were in course of construction.)

	800	TLAND.			
Bale per cent. of Dividend paid.	1901.	1860	1903.	1904.	160
		0	REDIXARY STOCK.		
iti.	6,165,400 13,165,866	8,701,830 15,030,963	4,174,754 13,897,130	4,453,474 13,911,566	4,442,611 14,125,611

							(REDEXABLY STOCK		
NIL .						6,865,400	g,701,830	4.074704	4.683.454	£
Not eve	ooding 1	per Cent.				13,167,395	17,099,968	12,897,150	13,911,556	14,125,61
Exceedi	ing I soil	noù esceo	ding 3	per C	est.	35,964,042	11,311,931	\$1,711,900	93,994,973	21,177.20
	9		3			25,543,405	26,164,062	25,034,145	33,001,319	30,3900X
	3		4	٠,		9,796,761	9,913,643	9,415,832	9,551,610	(4)7,925,40
	4		5		- 1	679.850	293,000	251.000	990.000	200.00

No.					6,145,408	8,701,830	4,174,751	4,483,474	4,442,619
Not on	ording 1	per Cent.			19,165,985	15,099,963	13,897,150	13,911,566	14,125,612
Exceed	ng 1 sec	noù esceo	ding 2	per Cest.	35,966,042	18,311,931	\$1,711,900	93,994,973	21,177.957
	2		3	*	25,542,405	26,164,062	25,034,145	30,000,349	\$9,399,002
	3		4		9,756,761	9,913,643	9,416,832	9,851,610	(n) 7,925,404
	4		5		679,850	290,000	251,000	200,000	200,000
	6		6		189,899	199,950	319,500	180,599	318.500
	0		7		140,890	140,000	140,600	140,696	349,880
	7		8		-	_	_	_	

3		4	9,756,761	9,913,643	9,475,832	9,851,610	(v) 7,925,404
4		5	679,850	290,000	251,000	200,009	200,000-
6		6	 189,899	199,950	319,500	110,500	168.500
0		7	140,890	140,000	140,680	140,696	349,800
7		8	 - 1	-	- 1	-	-
		9	- 1	-	-		-
		10	- 1	-	-	-	
 10 per	Cont.		- 1		-	148	-
			-				

	0			7	**	140,890	140,000	140,600	140,696	349,800
	7			8	**		-	-	-	-
				9	,		-	-		-
				10	in	-	-	-	-	***
All	10 per	Cont.				-		-	148	-
							PROFESSION	AL AND CUARAS	THE STOCKS.	
NIL .						-	-	-	-	-
Not ex	eeding 1	per Cua	4.			-		-	5,660	200

NIL .							1,000	1,000	8,000	
							LOANS	AND DERESTURE	Stock.	
	6 per	Seet.				-	-	-		-
	8		- 6	**		754,999	754,909	754,930	T64,609	255408:
N	4		5	,,,,		9,713,925	9,713,925	9,713,925	9,713,925	9.313,935
**	3		4			45,736,498	47,443,209	42,443,908	44,350,605	(n) 43,695,314
	2		3	**		1,786,419	7,784,730	7,797,019	8,000,00 P	8,448,770
Expeed	ing 1 and	not excee	ling 2	per C	day.	-	3,590	2,960		_
Not ex	eeding 1	per Cust.				-	-	-	5,660	2005
Nu						-	-		-	

Patients	2 1 0	200 000	6.60	66641	0G to 1	per U	449	_	8,190	10100		-
	2				3	**		7,796,419	7,784,730	7,797,019	8,000,000	AAAA770
**	3				4	10		49,936,499	47,149,209	42,443,908	44,350,605	(n) 43,695,Et#
	4		,,		5	30		9,713,925	9,713,925	9,713,925	9,713,993	9,313,905
	6		н		4	**		754,999	754,909	754,930	T54,600	254408:
	6 pe	r Con	i.					- 1	-	-		-
									LOANS	AND DESCRIBE	STOCK.	
Nil								-	1,600	3,000	8,000	-
Not exc	oolina	1 yes	Cos	ys.					-	-		-

			•			40/10/4/499	91/190/614	19/400/4/0	91,800,000	(iii) ericustros
	4			٠,		9,713,925	9,713,925	9,713,925	9,713,903	9.218,905
	8					754,999	754,909	754,930	T64,600	254408
	6 per (kei.				- 1	-			-
							LOAMS .	AND DERESTURE	Втоск.	
NII.						-	1,600	3,000	8,000	-
Not e	secoding 1	per Cont					-	-		
Exce	ding 1 and	not exec	eding S	yee	Dead.	-	-		- 1	-
						14 490 490	37 000 546	35 550 554	1100000	37.003.000

19,167,985 18,627,549 391,783 391,783 299,033 399,933

An amount of 43,225,000, included in previous years as redinary capital, has been included in the 1900 figures as guaranteed

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Puts our Cast of Highland said

No. 10 .- Amount of Ossesany, Preferential and Guaranters, and Loans and Desenture Stock of Rail-WAY COMPANIES in each division of the United Kingdom, classed according to the rate per cent. of Dividend said or Interest payable in each Year from 1900 to 1904.-configural

(Explusive of New Companies the lines of which were in course of construction.)

IRELAND.

toto he can et nissunt hear.	1905	2005.	DAKE.	1964.	1905,
			DEDUKARY STOCE		
ка	1,976,747	1,16,112	1,734,212	1,734,312	1,052,078
Not exceeding 1 per Cent.	940,660	125,699	25,000	95,000	86,094
Exceeding 1 and not exceeding 2 per Cent.	\$1,480	207,490	27,490	27,490	97,480
	5,417,070	92,050	453,883	9,628,988	2,820,915
	2,770,000	7,605,090	7,605,500	8,333,220	5,325,550
. 4 . 5 .	1,658,388	1,668,142	65,000	66,000	68,000
	297,540	460,600	419,590	419,390	419,860
, . 6 , 7 ,	3,735,300	2,726,798	3,702,189	8,858,416	3,939,722
	-	-	-	350,000	200,000
. 8 . 9 .	-	356,000	350,000	_	_
. 9 . 39 .	\$50,000	-	-	-	-
" 10 per Cent. · · · ·	-	-	-	-	-
		PRESSESSE	al and Guaras	TEED STOCK.	
a	855,790	845,650	845,600	546,500	1,145,690
ot exceeding 1 per Cent		***	-	-	-
Exceeding 1 and not exceeding 2 per Cust.	597,548	197,545	397,548	-	-

445,599 8,817,890 1.589.171

1,541,143

S ner Cest.

15,500

3.643,850 1,583,295 948,000

445,540 490,087 1, 198, 699 9,633,527 8.522.501 8.634.700 1.634.991 1,174,321 1,874,996 245,000 918,000 248,000 948,666 LOAMS AND DESCRIPTION STOCK. 68,100 68,100 68,160 63,100 \$8,100 Not exceeding 1 per Cent. -Exceeding 1 and not exceeding 2 per Copt. 79,981 78,981 78,981 78,981 79,981 149,000 158,000 390,466 333,502 385,551 19.237,354 10,191,586 9.008.041 9,334,147 9.223.197

1,411,058 1.410.628 1,430,639

CLASSIFICATION OF CAPITAL AND DIVIDEND.

No. 10.—Audouver of Omensiary, Presenterral, and Grantstram, and Loave and Dessertion Strong of Bullery Computes in each divident of the Unified Mingdow, classical seconding to the rate per cent, of Dividend paid or Interest populsh in each Year from 1000 to 1904.—enclosed (Enclased of New Computes the time of within war across of construction).

UNITED KINGDOM.

Rate per Cent. of Dividend Peid.	1901.	1603.	1965.	1964.	1965.
			ORDENANT STO	TK.	
	£	6	£	£	£
NII.	(a) 94,988,893	64,683,439	(8) 58,674,465	54,762,045	50,081,603
fet exceeding 1 per Cent	17,467,815	33,859,415	26,825,967	28,603,546	15,965,953
Receofing 1 and not exceeding 2 per Cont.	94,973,585	96,041,907	97,783,791	30,468,630	49,493,700
. 2 . 5	144,437,141	190,709,140	124,515,226	228,175,485	115,693,911
	64,400,585	88,890,714	81,000,488	81,007,000	(1) 19,955,647
	38,603,006	(4) 14,049,029	15,243,800	8,913,407	14,083,66
,	19,563,994	191,072,976	123,714,002	180,833,790	87,793,90
	7,699,607	9,006,731	8,553,550	6,600,745	43,423,234
. 7 . 4 .	8,000	165,600	717,029	487,000	1,310,090
	544,170	1,300,021	1,497,119	796,903	205,00
. 9 . 10 .	361,000	15,000	18,000	668,172	-
e 10 per Cross.	-	-	-	-	
		PARSURENTE	AL AND GUARA	TYPE Brook,	
8n	149 17,374,794	(+) 53,261,007	(/) 39,381,506	[91 93,094,944	23,439,81
Not exceeding 1 per Cent	695,000	165,000	100,000	509,400	166,39
Exceeding 1 and not exceeding 2 per Cost.	8,111,428	1,503,505	3,574,535	1,410,129	1,851,15
. 2 . 1 .	119,468,200	110,504,754	228,073,499	120,047,013	198,551,00
. 3 . 4 .	199,509,251	199,944,097	125,594,958	508,182,844	(i) 213,669,53
	61,000,625	84,005,897	84,412,691	84,194,007	85,727,65
	AAT6,764	4,479,614	4,417,014	4,477,014	6,422,01
6 yer Cest	70,000	9,000	2,000	3,000	3,60
		LOANS	AND DEPRETUR	и Этоск.	
Nz	920,003	426,063	(A) 760,684	629,593	836,54
Not occeeding 1 per Cent.	1,354,655	1,951,685	1,054,035	1,054,055	1,154,53
Exceeding 1 and not exceeding 2 per Cent.	80,047	60,647	50,647	80,647	80,6
	177,959,433	179,574,009	152,513,453	184,813,848	154,508,98
	64,021,003	10,225,449	\$1,308,683	103,599,009	104,043,61
	48,940,422	48,735,002	48,948,071	44,395,108	64,085,0
	1,543,914	1,510,763	1,563,166	1,869,166	1,503,1
s 6 per Cent.	5,400	5,400	5400	5,490	5.41

⁽⁴⁾ Includes 22,022. on which dividend did not norms until 1904.

1) 130,679. January, 11

21,490. January, 11

Iss, g

" See note †, below

No. 11.—Total Receipts; Total Working Expenditure; and Net Receipts of the Railway Companies of Each Division of the Unived Kingdom, with Per-cention Proportion of Expenditure to Receipts and of Net Receipts to Total Shile and Loan Captua, in each of the Years from 1886 to 1905.

Presection Properties Properties

of the expital of the Midland Company applicable to the the former "Belfant and Northern Consistes" undertaking, and Wales. The decreases shown in 1993 and an incorporanizal immans of coptial coursed by the absorption of the Irish

Year.			Total Beceipts from all Sources.	Total Working Expenditure.	Net Bookpte.	Proportion of Working Expenditure to Total Receipts.	of Nat Becaupts to Paid-up Capital.	of Net. Receiptsta Pestrup Capital, evaluatra ef nervinal scillings.
		_		ENGLANI	AND WALES.			
			£.	6.	4	Per cent.	Per cent.	Per cont.
1666 -		- 1	76,954,956	41.155,699	89,439,987	58	8-97	4:28
1807 -		-	19,759,776	45,723,761	34,036,015	67	3 80	4:94
1895 -			83,780,501	48,177,454	35,633,047	29	3 69	4.93
1833 -			86,738,000	\$4,928,108	34,785,668	50	3 63	4:00
1900 -			80,992,554	· \$5,880,810	55,999,691	63	345	4.65
1901 -	,		90,768,779	58,349,635	30,354,164	64	3 28	8 68
1903 -			90,200,164	55,717,999	34,651,105	63	3 45	6.03
			94,550,147	50,314,689	35,941,458	63	*3 43	*3:50
1901 -	,	1	98,397,455	89,900,508	35,467,367	03	*3:39	*3-94
1000		_	96,600,705	60,717,317	24,173,264	48	*8-42	*3-97
	_			so	STLAND.			
1890 -			19,063,663	5,116,968	4,995,094	1 4	216	4:40
1897 -			\$9,458,007	5,394,639	5,664,318	53	515	4.44
1805 -			10,973,318	5,772,866	5,100,450	53	8:06	441
1609 -			11,966,915	0,042,076	4,199,159	54	3-22	4:37
1900 -		٠	11,600,010	8,584,513	5,018,795	67	3-93	411 -
1907 -			12,020,096	4,732,928	4,997,188	50	3/24	4:95
1900 -			13,074,987	6,477,110	5,995,597	65	0.13	4:35
1904 -		- 1	19,594,760	6,739,674	5,476,797	55	3:14	4:28
1905 -	:		19,993,809 19,491,636	6,580,099	5,713,187	54	8-13	4:30
-	-	-			ELAND.	1 "	176	497
		-			ELAND.			
1898 -			2,478,504	1,923,787	1,556,717	55 .	319	2.97
1905 -			5,504,931	3,970,494	1,568,917	53	316	491
1880 .	:		5,595,610	2,970,223	1,778,458	58	8 68	5-23
2000 -	:		3,722,644	9,192,908	1,591,936	57	8-97	4 02
1801 -			3,034,340	2,770,495	1,009,952	60	8.65	\$189
1992 -			4.005,318	2,407,205	1,497,144	63	3 65	3.5T ·
1903 -			4,117,786	3,445,500	1,580,970	61	. 890	3.93
1904 -		.	4.120,945	3,500,992	1,666,694	61	13.73	1975
1905 -			4,206,658	2,596,877	1,583,014 1,581,844	62	13.63	13105
-				UNITE	EINGDOM.			
-		-		VALLE	ALCOHOL.		-	
1895 -			99,119,122	69,192,434	\$8,900,600	58	3.66	4:33
1897 -		-	98,737,054	53,663,804	40,653,950	57	378	4:94
1893 -	1		96,352,531 101,537,563	55,960,548	40,391,958	58	345	4/34
1900 -		:	101,637,663 104,691,856	03,600,687	43,876,378	59	3-61	4/90
1900 -		:	104,691,654	64,743,590 65,469,739	40,058,338	G2	3.43	4-65 5-88
1902 -	- 1		199,469,720	67,841,318	\$9,069,076 41,688,502	63	3:27	4-05
1903 -	- 1		110.818.714	65,561,835	42,336,899	62	3-60	4 68
1904 -	- 1		111.838.272	69,179,831	42,669,761	62	3-35	8 97
1905 -			113,531,619	70,004,668	43,466,356	62	3:39	399

335,283

411,560

44T.816

425,798

64,784

63,829

66,091

72,721

4,800,000

5.263.518

5.391.403

K815679

KOUT THE

19.66

434,636

459,541 12,314,751

431,758

454,545

117,516

134,900

131,419

190, 580

198 (11)

3,449,344 166,558,815

3.482.087

3,889,400

3,948,061

181,781

192,039

178,739

137.353

14,020

14,030

19,334

11.000

8,904,889

4.005,923

4,097,542

e 2

UNITED KINGDOM

TRELAND

Miscella

TOTAL

90,397,435

94,530,505

10,005,682

10,458,007

26,873,508

11,246,325

11,603,000

12,000,606

12,074,937

12,491,894

\$ 479,000

\$408,233

3,596,683

8,712,844

3,596,347

3531.50

4,096 379

4,139,943

4,166,679

90,119,123

93,787,054

96.232.501

101,657,665

101,801,888

100,469,790

110,888,714

111,833,972

113,581,019

RECEIPTS FROM EACH CLASS OF TRAFFIC

No. 12.—Amount of Receipts of Railway Companies in each division of the United Kinetics distinguish-NO. 12-220001 O Receive O Railwat Corpanies in the United the Column Riseron Chenquisting receipts from Parsenges Traffic; Goods Traffic; Stramegars, Canals, Harbours and Doors; and from Miscellangous sources in each year from 1896 to 1906.

	- 1			ENGL/	IND AND WALES.		
1666	-	\$3,247,758	21,251,000	79,900,627	4,876	229	76,284,956
1897		84,460,905	60,395,985	74,887,670	4,900	706	78,770,776
1894		25,887,391	41,484,293	77,071,684	4,706	417	83,789,500
1109		37,385,740	44,184,381	81,412,621	8,290	200	86,706,008
1900		\$8,633,679	45,330,962	88,078,641	5,418	500	10,100,101
1901		39,908,530	44,694,656	\$4,509,695	3,327,761	2.572.114	93,700,779
1902		60,413,900	46,305,230	88,739,433	8,797,591	2,922,069	93,369,114
1903	-	60,933,367	49,938,327	87,783,666	2,999,933	3,213,610	94,506,147

xxxvii

1901 1902	i	1	39,908,330 40,413,900	44,994,998 46,995,250	84,709,865 88,739,432	3,927,761 9,737,691	2,572,314
1903	-	- 1	60,833,367	49,938,977	87,083,666	2,909,833	3,313,640
1904			41,983,618	69,892,641	88,183,963	3,006,479	3,835,720
1995			41,554,939	47,781,543	89,346,531	4,146,718	3,497,651
						SOTLAND	
1896			4,004,454	5,061,009	9,675,853	505	806

11,817,768

3,474,492

6,375,798 11,389,689

1,629,090 3,855,691

1,845,003 3,979,527

93,175,883

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Goods Truffe

Vers.

2197

1000

1999

2500

2231

1909

2903

1901

1605

1667

1966

1886

1901

1908

1904

2005

1898

1860

1960

1900

1908

2005

1004

1900

169

4 155 570 5,846,993 10.043.474

4,554,183 6,105,581 10,461,783

4,545,260 4,235,004 10,798,397

4714.593 6,421,993 11,147,285

4,899,704 6.575.007 11.455.771

4.295.812 8,007,333 11,573,916

4,980,425 8.651.017 11 615 500

E014 489

1.638.653 1,000,003 3,413,720

1,629,567

2,943,950 1,672,100 3,640,375

2.034.717 1,491,509 6.733.686

2,007:278 1.091.592 2.209.110

2008,000

2,143,680 1,823,444 3,997,044

9,349,679 1,886,761 3,967,440

40,510,054 47,887,172 88,379,330

43,547,074 49,533,964 91.066.008

43,734,399 52 116 994 95 851 399

45,363,988 53,479,554 06.454.690

46,609,666 82,965,599 59,595,434

47 202 605 64,068,539 103,961,164

47 966 510 55,110,073 103,059,193

48.387,615 55,400,062 100,737,600

48,790,196 55,411,693 105.121.709

PASSENGER TRAFFIC-DETAILS.

Let Class.

2,635,717

YEAR.

1972 -

1905 -

1004 -

1905 .

3,559,250 3,293,436 20,034,398 3,714,733 80,689,793 7,709,880 47,222,660

3,033,300 3,331,765

3,422,133 2,305,150

3.467.098 3,054,196 \$9,638,838 4,166,797 -60,526,933 5,483,190 45,720,150

No. 18,-Comparison of Receipts (L) from Passencer Traffic and (IL) from Goods TRAFFIG.

L-From Passenger Tearwic in each of the Years from 1896 to 1905. Receipts from Passengers.

ENGLAND AND WALES

Receipts from Passenger Traffic

TOTAL

3,813,159 39,545,003 7,990,515 47,908,538

3,669,339 60,663,740 4.321,671 48,397,637

TOTAL.

897 -			2,709,017	2,051,555	23,757,940	9,654,590	29,172,602	5,288,433	34,450,300
866 -			9.605.619	2,340,863	22,321,633	9,534,863	80,143,168	5,444,908	35,517,303
1990			2,043,325	2,963,592	53,317,374	9,660,716	23,500,776	0.004,004	
1900	÷		2,882,046	2,749,584	94,015,568	3,627,675	10,007,017	5,965,663	97,223,740
1904	÷		2,924,297	9,892,675					26,633,679
1901					24,524,539	3,141,176	10,452,507	6,156,193	39,609,756
1903	*	- 1	2,895,605	8,653,501	24,733,156	3,572,691	84,047,193	6,896,728	40,413,903
			2,647,036	3,000,435	94,895,000	3,460,000	84,885,750	6,608,617	40,853,365
1904			2,855,121	3,021,440	25,007,989	8,537,194	34,493,746	6,941,864	41,968,619
1992			2,496,415	2,816,223	25,244,624	2,643,329	34,568,490	6,900,000	41,564,965
					SCOTL	AND.			
1696			249,465	-	3,619,665	283.691	8.944,000	770.468	4.014.45
1607			339,509	-	2,708,930	300,514	3,406,833	793,000	4,196,87
1885			345,512	_	3,851,688	333,647	3,049,627	800,345	4,356,19
1199			369,953	_	9,984,790	347,659	3,704,600	835,796	4,760,38
2900	÷		365,110	_	3,666,017	664,933	3,106,959		
1001	ï		431,997	-	3,299,617	361,795		811,628	4,715,800
903	÷	- 31	403.055		3,199,611		4,068,999	929,004	5,010,80
1908	:		410,363	100		869,174	3,600,930	950,664	4,690,70
		- 1		100	3,006,448	977,814	3,669,422	976,065	4,965,81
1904			610,844		3,191,044	577,721	8,858,699	1,004,826	4,960,42
1965 -	•		411,897	-	3,205,541	384,319	4,000,707	1,019,665	5,004,450
					TRELA	ND.			
1900 -			107,002	577,799	988,102	60,449	1,469,177	295,576	1,958,660
907 -			161,506	204,749	951,700	69,154	1,454,825	493,469	1,850,89
356			161,549	244,704	1,021,320	64,834	1,490,464	413,007	1,900,50
200			166,850	945,787	1,007,993	97,460			
500 -	:		166,923	242,913	1,112,427	91,400	1,587,894	430,970	1,900,00
500 -	:		165,979				1,593,419	442,898	2,034,51
503 -	:	- 1	165,995	988,588	1,065,213	70,467	1,659,687	447,696	2,007,03
				943,187	1,163,572	71,677	1,045,888	422,418	2,000,00
000	٠		171,500	942,333	1,170,125	74,965	1,659,881	467,508	2,127,83
204 -	٠		160,168	248,710	1,182,991	78,922	1,968,591	425,189	2,143,59
900 -	•	-	109,794	207,924	1,138,674	81,569	1,656,788	483,928	2,140,67
					UNITED E	INGDOM			
1896		7	3,153,149	2,030,129	34,789,380	3,514,767	32,655,345	4,934,830	20,190.66
1997 -			3,509,498	2.301.518	95,481,880	3,667,990	34,655,900	9,489,344	40,418,06
1826			3,509,867	3,595,607	56,716,747	3,366,743	35,153,494	4,993,590	41,847,65
522	÷		3,579,450	2,600,003	97,973,497	3,861,804	36,782,773		
1500	÷		3,433,979	2,996,110	38,315,643	3,451,064		4,951,677	48,734,39
1000			3,003,903	3,101,463	58,900,048		36,864,595	7,997,982	45,383,96
net .			a,cod,968	3,101,463	59,900,949	3,573,376	39,690,053	7,533,813	46,829,865

GOODS TRAFFIC—DETAILS.
No. 13.—Comparison of Receipts (L) from Passender Traffic and (IL) from Goods
Traffic—continued.

II.—From Goods Traffic, and Proposition of Receipts from Passenger and Goods Traffic, in each of the Years from 1886 to 1905.

		Receipts fours	Goods Traffic.		TOTAL	Proportion - from Pen-	
YEAR.	Minerals.	* General Merchandine.	Live Stock.	Total Goods Truffe.	Pranenger and Goods Traffic.	Goods T	Goods.
			ENGLAND	AND WALES			
	£	a	£	£	a	Per cont.	Per cont
H66 -	16,934,945	22,044,123	850,422	38,958,849	72,206,627	46	54
197 -	16,791,148	22,745,556	818,692	149,385,865	74,857,600	46	54
196 -	- 17,132,460	93,488,984	860,476	141,684,995	77,071,684	66	54
850 -	39,549,910	24,645,845	899,794	44,184,881	81,412,621	-05	54
900 -	19,928,603	24,916,007	865,323	45,339,863	83,973,641	95	54
960 -	18,872,951	21,072,105	849,749	44,834,936	84,563,665	67	53
902 -	- 20,093,894	35,566,676	907,005	46,335,630	86,719,453	47	53
906 -	29,993,3750	23,845,1460	922,736	46,658,917	87,833,644	47	53
904 -	- 99,170,8771	23,840,847;	880,017	46,991,641	88,155,958	47	58
905 -	- 23,733,966‡	24,185,590;	867,885	47,781,542	89,346,531	-67	53
			800	TLAND,			
106 -	2,681,393	9,747,391	282,715	5,661,399	9,675,863	41	50
697 -	- 2,760,565	9,853,493	212,794	5,846,802	19,943,474	43	58
888	- 9,999,761	2,043,498	293,343	6,106,581	10,461,763	42	59
890 -	- 9,968,903	2,000,885	232,516	6,538,004	10,708,397	48	58
900 -	- 3,148,981	8,060,637	193,275	6,450,993	11,147,285	43	58
901 -	- 3,046,282	2,066,557	239,947	6,873,796	11,369,639	44	58
902 -	- 3,171,385	3,157,503	246,129	6,675,067	11,465,771	48	87
933 -	8,918,6392	8,155,1481	239,773	6,607,333	11,573,310	43	92
904	3,948,7672	8,135,171‡	237,060	6,654,947	11,625,372	45	57
905	- 3,989,7152	3,975,611‡	227,960	6,503,298	11,817,738	48	58
			no	SLAND.			
696 -	170,008	1,109,902	569,907	1,555,667	8,413,739	54	46
897 -	194,827	1,188,125	281,553	1,614,500	3,474,492	54	46
998 -	- 194,833	1,161,694	283,433	1,629,090	3,539,591	54	46
899 -	200,684	1,155,490	285,935	1,673,168	3,540,975	54	46
90) -	193,210	1,156,534	360,165	1,098,900	3,735,635	54	- 66
991 -	905,607	1,913,923	275,667	1,694,897	3,703,110	54	43
198	919,680	1,957,997	250,375	1,787,968	3,985,993	54	46
968 -	967,1182	1,979,9872	317,966	1,845,000	3,979,597	55 54	46
960 -	255,0044	1,559,4771	295,230 292,649	1,835,464	3,997,644	54	46
			UNITED	KINGDOM.			-
806	- 18,600,796	25,500,425	1,848.114	69,135,835	85.296.300	40	54
1887	19,748,580	98,786,978	1,513,939	*47,807,172	88,375,990	46	54
1998 -	- 30,536,373	27,583,188	1,879,971	+49,218,954	91,096,038	40	54
822	21,834,477	28,861,200	1,403,297	92,116,994	90,601,995	- 68	54
999	22,670,694	20,105,108	1,454,768	53,470,564	88,854,359	- 66	54
901 -	23,337,110	20,383,116	1,355,993	22,962,669	99,793,424	47	53
502 -	22,433,969	28,700,970	1,452,620	\$4,888,539	169,051,164	48	54
903 -	- 25.551.0921	25,290,2611	1,479,370	55,110,673	166,679,179	47	63
504	95,671,8511	28,314,9900	1.418,206	55,600,002	105,787,669	47	28
903 -	96,933,014\$	38,799,9333	1,388,684	55,411,589	105,131,709	66	54

Including peoply a manufacture to 120%, and generally
 Including peoply and the provided provided the people of the people from Minerals and
 Owing to the service of the list of actions included moles the board of Minerals, the receipts from Minerals and
 General Matchandists for the type of 100, 100 and 1000 are not comparable with these for previous years.

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No. 14.—Contained of Newscas of Passinger-Journeys, Numers of Stason-Token Holless and Tokeson of Goods and Miximals conveyed, in each of the Years from 1896 to 1995.

			Р.	ASSENCE	25.		1	
Yese.		Int Class.	tol Class.	Sed Chee and Profit- mentary.	Totale	Biolders of Scenon or Periodical Tickets 1	Mineria,	General. Merchandin
				ENGLAN	D AND WALES	is.		-
1890 -	J	25,406,477	65,995,065	779,665,662	890,050,204	1,144,900	Tecs. 111,576,416	7ten. 17,017,010
1997 -		25,125,129	202,997,813	\$22,745,886	HB5,080,071	1,364,664	{ 988,863,797 * 6,0	69 22,765,788
1595 -	4	15,500,668	03,165,023	638,143,939	993,171,467	1,356,417	{ 230,769,482	90,454,473
1909 -		23,664,003	64,511,744	167,000,763	930,601,754	1,200,844	265,591,147	101,968,528
1990 -		25,446,900	65,187,478	699,895,515	993,425,789	2,416,554	\$56,695,590	102,625,343
1993 -		27,903,000	61,225,964	905,005,796	1,021,176,890	1,748,972	248,000,149	149,666,38
7902		99,310,361	46.515.004	943,984,974	2,642,503,929	2 200 239	267,600,629	100,496,875
1908 -		25,146,322	70,550,569	96,713,534	1,697,130,985	1 009,497	299,834,880 8	83,163,720
		37,766,790	67,507,005	987,000,086	1,002,380,396	1 654,734	295,473,002 0	83,973,415
		29,448,794	45,540 350	955,984,149	1,601,410,353	\$ 500,769	302,368,549 5	86,197,534
				86	OTLAND			
2994 -		6,307,044		19,165,425	90,600,659	89,110	43,405,100	-
		4,450,010 4,114,015	=					10,990,43
1998 - 2589 -		4,506,998	-	114,703,473	114,195,440	100,776		
			=	116,910,411	183,316,148	102,912	47,979,043	15,726,66
2014				116,825,411 118,477,856 118,625,998				
2902 -		3,450,542	=	114,886,744	155,743,669	1 79,000 1 18,614	20,900,790 30,975,534 E	12,445,614
				111,114,243		\$ 50,100	98,870,430 \$	12,001,000 12,000,01
2965 -	×	1,120,902		119,003,000	112,586,796	E 88,044	83,545,730 g	13,113,614
2965	*	1012000		119(003)(000	HELAND.	I MAII	85,545,730 (13,110,81
1996 -	*	1,698,607	4,914,687	119(003)(000	112,584,196	E 40,000	33,543,700 (13,110,61
_			4,914,627 1,975,014	119(883)288	HELAND.	I WOM	33,545,733 ji	3,504,00
1996 -		1,698,607		110(000)200 20,000,070	113,596,196 BELAND. 20,556,876 23,506,296	20,110 21,000	3,546,738 ji 1,364,608 1,136,613	3,504,00 3,504,00
1696 -		1,698,927	5,915,014	29,531,776 90,439,631 25,181,546	113,596,196 BELAND. 20,596,874 23,596,296 26,636,356	90,419 91,006 93,412	3,546,738 ji 1,366,608 1,396,613 1,598,008	3,504,00 3,504,00 3,504,02 8,504,12
1996 -	S. Carried St.	1,698,607 1,532,663 1,336,641 1,549,661	1,815,016 4,614,316 8,655,88	29,531,776 90,439,631 23,181,345 21,181,345	123,006,006 BELAND. 20,006,009 20,006,206 25,414,600	30,419 91,006 93,402 35,409	1,304,608 1,304,608 1,509,613 1,509,000 1,090,000	3,514,00 3,514,00 3,006,02 8,056,12 5,647,65
1996 - 1997 - 1998 - 1998 -	N THE PERSON NAMED IN	1,698,607 1,512,661 1,510,661 1,540,661 1,485,145	5,975,015 4,874,016 8,855,987 8,927,510	29,531,776 99,531,776 99,439,631 23,181,945 21,288,520 22,288,117	113,596,796 BELAND, 95,596,296 23,996,296 95,696,396 27,44,698 22,148,613	30,419 91,006 93,402 35,409 30,806	1,304,500 1,304,600 1,408,513 1,509,500 1,905,500	3,504,00 5,504,00 5,504,00 8,504,10 5,637,65
1996 - 1897 - 1898 - 1999 - 1900 -	No. of Contract of	1,698,607 1,112,693 3,336,641 1,949,661 1,485,145 1,422,669	5,975,016 4,614,016 5,955,987 5,927,510 3,987,616	20,581,7% 20,581,7% 30,489,631 31,181,545 31,585,515 32,281,117 31,583,138	117,596,796 HELAND, 23,904,296 25,904,296 27,414,632 22,444,632 23,445,532	2 NO.419 11,006 10,412 20,402 10,806 34,784	1,304,500 1,394,500 1,599,300 1,999,300 1,511,475 1,673,999	3,504,00 5,004,00 8,004,00 8,004,10 5,607,00 8,041,00
1996 - 1897 - 1898 - 1998 - 1900 - 1991 -		1,698,907 1,512,691 1,918,641 1,960,145 1,400,145 1,400,009	1,971,016 4,814,316 8,955,987 8,927,513 3,987,616 3,684,786	20,581,790 20,581,790 30,489,621 21,580,520 22,281,117 11,582,128 23,162,601	117,596,796 21,904,296 21,904,296 25,414,610 27,444,617 26,454,122 27,214,655	30,119 91,006 93,412 33,409 30,506 31,364 2 19,184	35,546,730 § 1,304,500 1,439,513 1,539,500 1,511,479 1,673,500 1,693,514	3,504,00 3,504,00 3,504,10 3,507,60 3,507,60 3,605,60
1996 - 1897 - 1898 - 1998 - 1900 - 1991 - 1992 -		1,698,607 1,512,661 1,516,641 1,460,661 1,402,165 1,412,069 1,412,002	5,975,050 4,874,330 5,955,987 3,927,533 3,987,660 3,954,786 3,754,786	20,531,776 80,439,631 31,181,936 21,988,510 22,281,117 22,281,117 22,128,218 23,430,564	117,000,700 MARKAND. 23,000,200 20,000,700 25,414,610 25,444,613 26,424,613 26,424,605 20,124,605	70,119 91,006 93,402 30,606 30,806 212,156 2 9,014	1,304,500 1,304,500 1,509,513 1,509,500 1,511,475 1,473,099 1,690,514 1,477,090 6	3,504,00 3,504,00 3,504,10 3,607,60 3,607,60 3,605,63 3,606,63
1696 - 1697 - 1698 - 1998 - 1990 - 1991 - 1992 - 1995 - 1994 -		1,698,607 1,512,661 1,415,661 1,405,160 1,405,160 1,405,600 1,405,600 1,405,600	5,975,935 4,814,336 3,955,937 3,927,535 3,987,666 3,654,935 3,786,987 3,782,725	20,531,750 80,439,631 21,181,940 22,231,117 31,182,940 22,231,117 31,182,941 23,182,941 23,182,941 23,175,180	12,500,000 12,500,250 20,500,250 20,400,000 20,440,000 20,440,000 20,440,000 20,440,000 20,440,000 20,440,000 20,470,000 20,470,000	2 NO. LED 91,006 91,006 93,402 35,400 35,806 31,306 2 19,108 2 8,014 2 10,000	1,504,533 § 1,504,533 1,504,513 1,504,503 1,504,503 1,511,675 1,575,003 1,601,514 1,677,003 § 1,601,514	3,508,00 5,008,00 8,004,11 5,637,60 8,041,00 8,041,00 8,041,00 8,040,00 8,040,00
1696 - 1697 - 1898 -		1,698,607 1,512,661 1,516,641 1,460,661 1,402,165 1,412,069 1,412,002	5,975,050 4,874,330 5,955,987 3,927,533 3,987,660 3,954,786 3,754,786	20,531,776 20,531,776 30,439,631 31,181,945 22,230,117 11,083,281 22,143,941 23,176,186 80,175,560	112.000,700 112.000,250 20,000,250 20,000,350 20,044,015 20,044,015 20,044,015 20,044,015 20,044,015 20,044,015 20,044,015 20,044,015 20,044,015	70,119 91,006 93,402 30,606 30,806 212,156 2 9,014	1,304,500 1,304,500 1,509,513 1,509,500 1,511,475 1,473,099 1,690,514 1,477,090 6	3,506,00 5,006,00 8,006,10 5,607,00 3,607,00 8,601,00 8,601,00 8,001,00 3,700,00
1906 - 1807 - 1808 - 1909 - 1900 - 1905 - 1905 - 1906 -		1,698,607 1,572,693 1,378,641 1,490,645 1,402,669 1,402,669 1,402,609 1,402,609 1,402,609 1,404,700	1,973,014 4,814,335 8,955,987 4,927,533 3,687,665 3,084,366 3,784,365 3,784,765 3,784,765 3,784,765 3,784,765	20,531,776 80,489,621 23,181,940 24,889,510 22,201,117 11,989,510 20,160,901 20,170,186 80,870,664 UNTER	113.000,760 113.000,270 21,000,296 20,000,396 21,44,630 22,44,630 22,44,630 23,470,200 23,170,000 20,000,470 20,000,470 20,000,470	2 80,001 91,006 93,402 33,606 33,896 2 12,166 2 5,914 2 10,000 2 10,002	35,545,733 § 1,304,608 1,306,812 1,306,812 1,306,500 1,711,675 1,777,000 1,987,124 § 1,970,000 §	3,504,00 5,004,00 8,004,10 5,607,00 1,601,00 1,601,00 3,004,00 4,704,00 3,704,70
1996 - 1997 - 1998 - 1999 - 1900 - 1991 - 1998 - 1996 - 1996 -		1,698,607 1,512,661 1,415,661 1,405,160 1,405,160 1,405,600 1,405,600 1,405,600	5,975,935 4,814,336 3,955,937 3,927,535 3,987,666 3,654,935 3,786,987 3,782,725	116,015,020 1 20,531,776 10,436,021 13,181,030 12,280,117 12,280,128 12,180,904 12,715,186 10,175,000 US775 691,014,183	113.000,760 113.000,760 113.000,760 113.000,760 113.000,760 113.000,760 113.000,760 113.000,760 113.000,760 113.000,760 113.000,760	2 NO. LISS 91,706 93,412 35,402 35,506 34,394 2 19,106 2 5,914 2 10,000 2 10,327	35,546,733 § 1,304,600 1,106,113 1,500,200 1,901,500 1,111,675 1,575,000 1,685,316 1,575,000 1,1685,316 1,575,000 1	3,504,00 3,004,00 3,004,00 3,004,00 3,007,05 2,007,05 2,007,05 3,005,00 3,704,00 3,704,00 3,704,00
1696 - 1697 - 1698 - 1998 - 1990 - 1991 - 1992 - 1995 - 1994 -		1,898,927 1,332,893 1,336,641 1,590,901 1,490,145 1,402,002 1,402,002 1,402,002 1,402,002 1,402,002	1,973,016 4,814,395 8,955,987 1,927,515 3,687,666 3,784,786 3,784,785 3,784,785 8,860,860	20,581,706 80,486,631 31,181,546 11,285,530 12,185,130 12,185,130 12,185,140 12,175,186 18,755,640 UB779 944,941,333 955,180,670	113.000,760 RELAND. 20.000,200 20.000,356 27.414,630 20.444,517 24.44,630 20.171,030 20	30,110 91,706 93,402 33,506 34,394 2 12,108 2 10,000 2 10,000 1 10,000 1 1,000,405	35,545,738 § 1,504,608 1,506,113 1,509,200 1,511,475 1,507,000 § 1,607,514 1,607,514 1,607,100 § 1,607,100 §	3,504,08 5,084,02 5,084,02 5,034,12 5,037,05 5,037,05 1,031,00 1,704,00 1,7
1996 - 1897 - 1896 - 1998 - 1990 - 1991 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 -		1,895,907 1,932,993 1,935,641 1,905,165 1,402,069 1,402,069 1,402,069 1,402,07 1,402	5,973,010 4,914,939 5,905,937 7,927,533 3,987,665 3,984,286 3,784,286 3,784,286 5,902,580 94,972,782 82,562,639 64,192,783	20,531,776 20,531,776 30,486,631 21,181,565 22,291,117 11,181,281 21,152,561 21,152,561 21,752,564 21,752,564 21,752,564 21,752,564 21,752,564 21,752,564 21,752,564 21,752,564 21,752,564	113.000,160 M.OSC.874 20,001,250 M.OSC.874 20,001,250 M.OSC.874 M.OSC.8	20,000 11,000 20,000 31,000 31,000 31,000 2 10,100 2 10,000 2 10,000 2 10,000 1 1,000,000 1 1,000,000	1,504,638 § 1,504,638 1,130,613 1,509,509 1,509,509 1,507,509 9 1,604,354 1,977,100 6 1,977,104 (200,272,60) § 904,977,144 (200,272,60) 6 (207,777,442) (207,777,442)	3,514,08,00 3,504,00 3,504,10 3,607,65 2,507,65 2,501,00 3,505,00 3,704,00 3,704,00 307,400,45 317,404,45 317,404,45 317,404,45
1996 - 1897 - 1898 - 1998 - 1999 - 2991 - 1996 - 1996 - 1996 - 1996 - 1996 - 1996 - 1996 - 1996 - 1996 -		1,895,007 1,932,983 1,935,641 1,980,001 1,402,000 1,402,000 1,402,000 1,404,590 81,902,490 92,607,000 93,607,000 94,905,000	1,911,025 4,914,236 5,905,587 1,907,666 1,904,966 1,704,966 1,704,705 1,704,	110,000,000 20,001,700 10,000,001 21,111,000 12,200,117 11,000,100 22,200,117 11,000,100 23,700,000 10,700,000 10,700,000 10,700,000 10,700,000 10,700,000 10,700,000 10,700,000 11,000,000,000 11,000,000,000	10.506,00 90.50,00 20.50,00 20.50,00 50.40,00 20.44	30,100 81,100 93,402 33,600 33,304 2 12,106 2 5,000 2 10,000 1 10,000 1,000,400 1,000,400	35,546,730 § 1,304,600 1,506,610 1,506,610 1,506,600 1,501,600 1,	3,504,000 5,008,000 2,008,000 2,008,100 5,007,00 8,008,000 4,700,00 3,700,00 101,700,40 107,400,40 107,400,40 111,514,62 200
1996 - 1997 - 1998 - 1998 - 1990 - 2991 - 2995 - 1996 - 19		1,898,907 1,932,909 1,935,641 1,965,165 1,402,069 1,402,069 1,402,009 1,402,009 1,402,009 1,402,009 1,402,009 1,402,009 1,402,009 1,402,009 1,402,009 1,402,009	1,911,025 4,911,035 3,905,587 1,907,905 1,907,905 1,700,705 1,700,705 1,700,705 1,700,705 1,700,705 1,000,900 61,272,702 61,272,703 61,272,703 61,272,703	20,581,776 80,885,675 81,885,685 21,885,685 22,283,117 23,182,683 23,182,683 23,182,618 83,752,618 83,752,610 85,752,610 85,752,610 86,814,183 862,816,816 862,816,816 862,816,816 862,816,816 862,816,816 862,816 863,816,816 863,816,816 864,816 864,816	10.506,00 10.55,00 20.55,00 20.60,25 20.60,25 20.44,00 20.44,00 20.40,00 20.40,00 20.40,00 20.40,00 20.40,00 20.40,00 20.40,00 10.60,00 50.20,00 10.60,00 10.60,00 10.60,00 10.60,00 10.60,00 10.60,00 10.60,00 10.60,00 10.60,00 10.60,00	20,000 11,006 31,405 31,405 33,606 34,506 2 12,156 2 5,000 2 00,927 1,000,465 1,000,665 1,000,665	35,544,723 (1,364,523 1,493,525 1,993,526 1,993,526 1,973,696 (1,473,696 (3,504,00 5,008,00 5,008,00 5,008,00 5,007,05 5,007,05 3,008,00 3,7
1896 - 1897 - 1898 - 1890 - 2991 - 1996 - 19		1,685,077 1,332,661 1,335,641 1,435,166 1,432,166 1,432,166 1,432,166 1,445,766 13,467,753 13,467,753 13,467,753 13,467,160 14,267,676	1,911,025 4,911,236 3,955,887 3,927,533 3,987,666 3,782,765 3,782,765 3,782,765 3,902,600 60,972,762 60,972,763 60,972,763 60,972,763 60,972,763 60,972,763 60,972,763	20,531,776 10,985,631 20,531,776 10,985,631 21,985,535 22,282,117 11,985,139 23,175,136 33,755,136 33,755,136 33,755,136 33,755,136 33,755,136 33,755,136 33,755,136 33,755,136 33,755,136 33,755,136 33,755,136 33,755,136	101,000,000 102,000,000 103,000,000 103,000,000 103,000,000 103,000 103,000 103,000 104,000 105,000 1	2 05,041 30,102 31,006 33,406 33,506 34,006 2 10,108 2 10,000 2 10,000 1,000,405 1,000,40	35,544,720 j 1,364,620 1,554,611 1,554,200 1,101,671 1,455,200 1,101,671 1,455,200 1,101,671 1,455,200 1,455,20	3,504,00 5,005,02 3,504,10 5,627,05 5,627,05 2,615,03 3,616,03 3,704,03 307,409,40 111,704,02 111,904,02 111,904,02 111,904,02 111,904,02
1996 - 1997 - 1998 - 1998 - 1990 - 2991 - 2995 - 1996 - 2995 - 2995 - 2996 - 29		1,896,907 1,932,969 1,936,641 1,950,961 1,950,969 1,950,969 1,950,969 1,950,969 10,950,969 10,950,969 10,950,969 10,950,969 10,950,969 10,950,969 10,950,969	1,911,025 4,914,336 3,955,387 3,927,532 3,987,665 3,782,647 3,782,725 3,782,725 3,782,725 3,782,725 30,972,732 40,972,732 40,972,732 40,972,732 40,972,737	20,581,756 20,581,756 21,181,585 21,181,585 22,263,117 11,282,138 23,105,564 23,755,166 UN 727 861,684,183 951,585,696 861,684,183 951,585,696 861,684,183 180,585,685 11,885,682,686 11,885,682,686 11,885,682,686 11,885,682,686	112,000,000 112,000,000 20,000,000 20,000,000 20,000,00	2 60,041 31,006 30,402 31,009 31,009 31,009 2 12,138 2 6,000 2 100,807 1,000,465 1,000,66	35,544,733 (1,364,533 (1,584,513 (1,584,514 (1,584	3,504,00 5,005,02 3,504,10 5,627,05 5,627,05 2,615,03 3,616,03 3,704,03 307,409,40 111,704,02 111,904,02 111,904,02 111,904,02 111,904,02
1996 - 1997 - 1998 - 1998 - 1998 - 1998 - 1995 - 1995 - 1995 - 1996 - 19		1,695,077 1,332,569 1,335,641 1,590,061 1,402,065 1,402,065 1,402,065 1,402,065 1,402,065 1,402,065 1,402,065 1,402,165 10,302,476 10,302,065 1	1,911,025 4,911,236 2,925,532 3,987,665 3,987,665 3,782,725 3,782,670 4,972,722 42,962,670 64,972,732 64,972,7	20,531,776 10,585,776 10,485,525 22,285,117 11,185,128 22,126,117 11,185,128 23,175,136 12,755,136 10,757 10,457,52 10,457,53 10,45	102,000,000 102,000,000 103,000,000 103,000,000 103,000,000 103,000 10	2 60,041 30,100 31,000 34,022 35,600 34,505 34,505 2 10,100 2 10,000 2 10,000 1,000,400 1,000 1,000,400 1,000 1,000 1,000 1,000 1,000 1,000 1,000	35,544,733 i 1,364,633 1,584,513 1,594,536 1,177,000 1,111,675 1,777,000 1,169,534 1,177,000 1,1	3,504,00 3,008,02 3,008,12 5,627,00 3,627,00 3,626,00 3,706,00 3,706,00 3,740,40 307,400,40 111,704,12 111,704,12 111,704,12 111,704,12
1996 - 1997 - 1998 - 1998 - 1998 - 1996 - 19		1,898,977 1,332,983 1,335,641 1,345,031 1,402,105 1,402,032 1,402,032 1,402,032 1,402,032 1,402,032 1,402,133 10,402,133	5,915,025 4,874,236 4,875,537 4,827,532 4,887,565 4,786,565 4,786,560 4,786,560 64,972,732 62,560,630 64,972,732 64,952,743 64,952,743 64,952,743 64,952,743 74,953,140 74,953,1	20,511,776 20,511,776 21,181,515 21,181,515 22,261,117 11,265,128 23,125,126 23,125,126 23,125,126 23,125,126 23,125,126 23,125,126 23,125,126 23,125,126 23,125,126 23,125,126 23,125,126 23,125,126 24,125,126 24,125,126 24,125,126 24,125,126 24,125,126 24,125,126 24,125,126 24,125,126 24,125,126 24,125,126 24,125,126 24,125,126 24,125,126 24,125,126 24,125,126 24,125,126 24,125,126 24,125,126 24,125 24,12	112,000,000 112,000,000 20,000,000 20,000,000 20,000,00	2 65,041 30,100 30,402 30,500 34,304 2 10,108 2 5,000 1 100,807 1,000,405 1,000	35,544,733 (1,364,533 (1,584,513 (1,584,514 (1,584	3,554,05 3,084,02 3,084,02 3,084,02 3,084,02 3,084,02 3,084,02 3,7
1996 - 1997 - 1998 - 1998 - 1990 - 2991 - 2995 - 1996 - 2995 - 2995 - 2996 - 29		1,695,077 1,332,569 1,335,641 1,590,061 1,402,065 1,402,065 1,402,065 1,402,065 1,402,065 1,402,065 1,402,065 1,402,165 10,302,476 10,302,065 1	1,911,025 4,911,236 2,925,532 3,987,665 3,987,665 3,782,725 3,782,670 4,972,722 42,962,670 64,972,732 64,972,7	20,531,776 10,585,776 10,485,525 22,285,117 11,185,128 22,126,117 11,185,128 23,175,136 12,755,136 10,757 10,457,52 10,457,53 10,45	102,000,000 102,000,000 103,000,000 103,000,000 103,000,000 103,000 10	2 60,041 30,100 31,000 34,022 35,600 34,505 34,505 2 10,100 2 10,000 2 10,000 1,000,400 1,000 1,000,400 1,000 1,000 1,000 1,000 1,000 1,000 1,000	35,544,733 i 1,364,633 1,584,513 1,594,536 1,177,000 1,111,675 1,777,000 1,169,534 1,177,000 1,1	3,504,08 5,084,02 5,084,02 5,034,12 5,037,05 5,037,05 1,031,00 1,704,00 1,7

For 100 and subsequent years the contradest number of Inches of annual bishota's given. Prior to 1900 the returns were not windly the only partially on this lease.

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Miles Travelled.

By Mixed Trains.

TRAIN MILEAGE,

Total

No. 15.—Comparison of Numeer of Miles Travelled by Passenoer, Goors, and Mixed Train's in each of the Years from 1896 to 1905.

By Goods Trains.

Year.

By Passenger Trains.

	ENGLAND AND WALES,										
1895	160,038,797	132,634,613	289.480	993,033,390							
1897	165,939,397	188,223,975	497,364	294,759,936							
1908	171,954,189	145,194,949	887,116	333,387,549							
1890	178,491,903	180,947,827	430,439	229,003,709							
900	102,501,718	150,253,721	429,019	204,179,693							
901 100	195,952,615	146,830,704	635,119	102,806,411							
902	189,487,611	142,912,926	498,199	\$99,779,659							
933	193,460,684	155,800,867	439,697	327,634,018							
1904	203,7022,026	129,749,504	378,332	300,400,502							
1905	203,961,903	159,850,625	- 350,003	333,664,733							
		SCOTLAND									
1995	\$0,664,727	90.668.116									
1877	95,449,995	90,454,447		43,914,842 46,933,422							
900	97,974,730	23.114.039	_	48,180,165							
990	27,588,600	91,473,000	_	49,000,700							
900	27,029,966	21,598,313		45,003,750							
901	97,389,005	25,165,669	. =	43,743,000							
902	97,944,360	23,445,967		49,593,600							
933	97,854,475	20,485,385	-	45,539,529							
934	20,278,017	29,006,121	-	48,446,138							
200	99,140,47P	20,189,065		49,330,144							
		TRELAND									
		IRKLAND.									
1896	9,763,540	4,969,389	1,600,063	16,750,962							
897	9,990,919	4,939,019	1,600,014	16,419,885							
198	10,009,014	5,000,546	1,057,330	16,729,006							
\$20	10,007,017	5,119,194	3,603,603	17,116,774							
900	10,484,907	8,904,790	1,879,009	17,263,796							
931	10,819,979	6,976,028	1,344,389	17,009,000							
922	10,984,990	6,348,230	1,263,593	17,514,500							
900	11,334,342	6,450,884	1,450,906	18,941,432							
904	11,387,996	6,308,015	. 1,465,500	17,004,318							
P65 · ·	11,988,097	6,011,599	1,480,555	17,727,881							
		UNITED KINGE	юм,								
ISSO	193,663,664	107,740,487	2,491,443	353,463,604							
897 · ·	202,199,624	163,693,961	2,077,308	867,853,929							
396	203,007,959	169,853,007	1,994,354	880,255,340							
399	216,641,063	177,889,740	2,043,452	299,941,905							
900	200,016,587	180.048,724	1,999,788	419,005,030							
901	234,051,809	173,002,539	1,779,394	394,893,612							
900	238,206,947	109,704,433	1,792,464	209,764,824							
933	232,381,511	199,742,166	1,863,263	394,915,330							
1904	240,098,060	155,396,979	1,718,654	207,607,768							
2905	244,389,451	154,751,189	1,782,668	400,503,196							

No. 16.—Working Expendeture of Railway Companies in each division

	1896.	1997.	1908.	1890,	1900.
		ENGL	ND AND	VALES,	
Salt-Incomen of Way, Variat, 4ts. (coate and face-wise of Corrispes and Wagness coate of the Corrispes of Wagness (coate of the Corrispes of Wagness (coate of the Corrispes	C875.ben 81,000.244 81,070,088 13,070,088 13,000,080 1300,080 100,080 100,080 100,080 100,080 100,080 100,080 100,080 100,080	6, 2579,418 13,721,411 16,000,419 14,000,140 16,000 16,000 16,000 16,000 16,000 16,000 16,000 16,000 16,000 16,000 16,000 16,000 16,000	E. 7,419,041 27,000,011 2,041,201 1,041,201 1,041,201 1,041,00 11,000 11,000 11,000 11,000 11,000 11,000	1,070,000 14,171,000 16,171,000 16,170,000 16,170,000 171,000 171,000 171,000 171,000 171,000 171,000 171,000 171,000	E-11,000 E-14,000 C-150,000 E-100,000 E-100,000 E-100,000 E-100,000 E-100,000 E-100,000 E-100,000 E-100,000 E-100,000 E-100,000
TOURS, exclusive of Elecubout, Dock, Karbour and Gund Expenditure -	90,000,007*	91,000 63,774,500*	4619	NU/08	
Securitors, Donk, Harbour and Canal Expenditure . *	Linches	3,143,500	2,547,014	5,795,429	F3,096,000
Gaars Toma	45,141,661*	45,750,763*	46,177,464*	51,590,100°	AMELION MARRIEDO
					19,100
			SCOTLAND		
Ministerment of Way, Works, don. Accordance From: Annexes From:	100,000 Ling,000 800,000 VI (1013) 10 400 10 400 10 700 11 700 12	100,000 1,490,111 100,000 100,000 100,000 10,000 11,000 11,000 11,000 10,000 10,000 10,000 10,000	86,000 1,61,000 1,61,000 1,000,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000	140/00 140/00 140/00 140/00 140/00 140/00 140/00 140/00 140/00 140/00	NILON 1,000,000 1,000,000 100,
YOUAL, earliester of Steambout, Dock, Harbour and Canal Expositions .	Author	F,104,658	5,005,683	5.001.00E	180014
Nausahosa, Bork, Eisthour and Canal Expenditure	84,750	98,898	334,555	116,798	4,811,410
GRAND TOTAL	6,116,064	£35450	5.731.605	100,000 100,000	4,04,00
			IRRIAND.		4,00,00
this content of Way, Works, do. "Security of The Security of Corrisons and Wagness ingains and Charges and Wagness intent Charges intent Cha	600,200 600,200 901,210 901,200 901,00	600,667 070,000 081,010 081,010 081,000 081,000 081,000 081,000 671,0 161,00 161,00 161,00 161,00 161,00	677,608 665,000 1815/46 973,008 181,008 181,008 181,008 181,008 181,008 181,008 181,008 181,008	177.000 177.000 107.00	#85,000 185,110 865,110 105,110 105,210 105,210 105,210 105,210 105,210 105,210
Total, onderived Steumbons, Took, Harbour and Coral Exponditure .	1,001,049	1,000,073	7,647,596	5313.004	STILLING.
banchool, Book, Merbone and Grand Reprediture	11,14	51,600	22,600	10.564	99,109
GRAND TOTALS	7,000,707	1,015,014	2,870,858	1,113,636	7,01,61
		UNI	PED KINGI	OM.	
Anterman of Very, Techy, do. Techy, and Young Techy, do. Orange and Vergens Orange	8.187.548 21.375,146 4.300,066 36.566,600 3.156,460 52.66,000 575,364 11.664 575,360 595,360 595,360 595,360 595,360	6.878,000 16.775279 4.671,111 10.005,004 1208,000 6.751,004 105,004 105,104 105,104 10,100 11,000	R294,802 14,005,071 4,000,000 17,311,909 R290,171 5,054,500 907,000 90	\$,402,666 \$4,402,277 4,803,600 \$2,800,000 \$2,800,000 \$2,800,000 \$25,00	2,540,050 20,000,110 6,000,750 11,040,750 8,000,700 8,000,100 900,044 141,660 127,660 800,000 643,055 65,060
erabant, Took, Herborr and Capal Expenditure	47,130,551*	10,471,864*	£8,835,468*	67,350,000*	41,731,00P
	1,405,310	1,611,450	2,686,677	5,007,640	3,031,656
GRAND TOTAL	P0.185.40V*	85.065.514*	55.800.841*	80,090,007*	6424550*

of the United Kingdom in each of the Years from 1896 to 1905.

	1905	1994.	1903.	1906.	1960.
		LES.	D AND WA	ENGLAN	
Ministensor, of Way, Warla, &c., Compactive Faces, and Compage and Wagness.	6,00,000 1,000,000 1,000,000 1,000,000 1,000,000	5917.577 13,804,625 4,616,249	4. 5.816.796 13.870.686 4.370.686 17.175.687	4,61,293 14,61,293 4,61,394 1759,438	6267/85 67/6361 6866/88
Trade largement Trade largemen	23630 6,88,00 23,30 81,60 106,00	5,660,477 4,572,760 200,627 145,827 20,572	5,00,00 6,00,00 507,00 10,400 118,000	5,380,000 6,380,004 2,000,000 207,480 195,01	7,002,849 2,145,007 5,808,400 895,240 193,540 118,550
Est Sening to, or Lord of Orace. Liqui and Perfected by Especies. Macellaneous and Almestel.	341,000 340,041 1,690,42 61,875	200,000 200,000 1,000,210 50,000	271,60 1,80,718 9469	38,1% 38,1% 1,00,000 65,2%	500,641 294,922 1,575,458 65,540
Trans, endusire of Steambout, Dock, Styrhotz and Cone Rep.	\$5,383,854*	10,845,440*	BUZTHAW*	90,01307	SNOOP
Stembook, Book, Barbon and Carol Doorditure.	3.421.963	\$695.600	201480	649/27	2,754,666
GENER TOTAL	9517.50*	19195.00/°	53.714.00°	MITITORY	93,40,600
					an, respect
			DOTLAND.	8	
Maintenanc of Way, Weeks, do.	1,372,795	1,075,530	3,100,749	1,963,656	1005543
	CHARTS	\$300,000 020,000	1.675,812 975,687	Littleto	1,003,543 5,013,143 534,065 1,074399
Drefin Expenses, General Cherges, Eatler and Yaces,	E/09(H4) 927/818 896/72	10 (47 10 (47	5301,129 250,087 840,501	1,606,937	1,000000 199,648 255,048
Sales and Years.	384,573	54,000	96 (04 26 (04 26 (04	14.014	
(To Employees,	MARKE MARKE	84,000 10,005 10,715 81,496	2026		25,600
Dur Dessegn to, or Loss of, Grouts.		85,496	73,750 270,234	20,000	
pass and these for Employees. Company to Pensagon. Company to Provide Indian to Pensagon. Upon Territoria Indian to Pensagon. Upon Territoria Indiana (Part Indiana) Especial Indiana (Part Indiana) Especial. Modificación.	\$4,395 \$36,671	20,934 500(hal.	201234	273,640	29,214 1304,370
TOTAL exchains of Famourus, Dank, Harbourus (Count) Exp.	6,00,60	0,015700	4,996,081	6.544,030	6,008,000
Steunhold, Doric, Markour and Canal Expenditure.	24,40	171,875	\$42,975	124,700	124,022
GIAND BURNS.	6310,410	0,660,550	6/330/light	4,871,713	Q190,000
			RRLAND.		
Melabarance of Way, Warks, &c.	955,074 760741	49555	\$46265	amas]	incen
Legislator Money. Espairs and Errewish of Geriague and Wagpers. Dalff Explaint. desprint Charges.	200941	155,575	71084 30078	715,604 195,350 658,615	294,065
The Reposent.	ELVET	154,591		618,612	264,851 625,349
Estin and Taxon. Deversable Brits.	2240	20.665	107,054	130,540 131,000	225,325
(Ex Employeen	5,400	6,993	100	5/10	2.60
Comparation The Employees	CHR	7,000 18,000	0,650 6,783	5200 7,850	9,179
Eggs and Profinence of Esperies.	9,118	18,00E 78,707	25,735	15071	14 15 18 17 14 16
Turns, exclusive of Steamboat, Duck, Narbury and Daniel Re	2,909,994	1496.001	2,66,379	7 401,495	175,418
Streethook, Dark, Earlyse and Occas Expenditure.	75,468	15,011	90000	20,00	1,40,000
GRANT TOTAL	1,811,177	2,586994	5,000,000	5,445,500	2,6/2305
1		OM.	PED KINGE	UNI	
Names and Way, Works, do-	33,666,130	16489,772		10.700.005	
Locomotine Power	15 (61 M2 A-200 M2		11,050,050		E,895,770
Teathe Exposure.	2000000	5,985,035	\$38 GRB	1,500,078 10,517,204 1,514,778	26.AA4,058 6364,712 81,866,717
Located for Event. Expelies and Streewish of Carriages and Waggers. Teache Expelient. General Chapters. Exacts and Thom.		4 795 153	2,570,044	10007E	3ANGROS 2.296,160
Guyerament Dary, C'Ya Yasalogras,	555,640 177,149	10 C419	20,000,000 21,000,000 0,31 100 90,210,028 0,000,044 6,000,044 100,000		
RADIA AND THOMAS OF THE STREET AND A STREET		154,965 ect, 192	357,008 557,008 650,003	544,358 141,469	256,009
Legal and Prefixementary Expenses.	901.400 227.665	405,000 Welling		610,000 910,000	881,500 850,604
Expenditures not allocated.	\$055,713 64,812	964,556 1,665,654 10,666	1,857,655	1,813,099	13,334,010
Total, existing of Steenbook, Fock, Eachour and Count II	66,655,600*	62,815,646*	65,564,607*	CPTROPER,	64.003/613
Saumback, Book, Thebore and Garal Expenditure.	1,405,021	3,341,197	1,397,511	2,395,244	5,077,408
	73.054.002*	PO 175 455*		67.841.215*	61493291

RECEIPTS UNDER VARIOUS HEADS PER MILE OPEN.

each of the Years from 1896 to 1905.

			Pr.	menger T	raffa.				loods Traff	ε.	TOTAL
Year	Let Class.	Sed Class.	2rd Class and Paris- mentary.		TOTAL.	Excess Laggings, Parcels, Carriages, Horses, Dogs, and Matte,	Total freez Passenger Traffe.	Minerals.	General Merchan- dise.	Total from Goods Truffe.	from Paraenger and Goods Traffic.
					ENGLA	ND AND	WALES.				

SCOTLAND.

227 1,134

TRELAND.

138 683

UNITED EINGDOM.

350

* Excluding receipts for the carriage of Live Stock d made digitised by the University of Southampton Library Digitisation Unit

2.128 1,130 1.251 2,455 4,588

9,139 1.160 1.988 2,499

1,500

1,525

1,438

1,542

1,993 1,499 2,549 4,000

1,133

1,360 1,638 3.977 5.412

1.885 2.725 5.003

1.566

1 616

874

875 1,846 8,199

800 1,750

an 1,803 3,158

855 1,793 8,135

549

359

870 896 1,145

578 528 1,156

385 599 1,399

394 523 1,522

310 522 1,199

1.217

1.330 2,423

1,000 1.341 2,453

1,669 2,853

1,798

1,637 \$.900

5,126

5,590

5,646

8,103

1.097

4.600

4,607

4,194

4,001

2,448 1,951

vity

No. 17.—Comparison of Receipts per Mile of Railway open, from Passenger and Goods Traffin in

84. 344 2,300 179

> 194 2,095 838

1.500 557 2,325

1,096 985 1,363

1,009 376 1.355

1,088 966 1.318 165 861 1,789 2,107

300 159 639 61 277 534 1,273

485 140 696

1,782

90 469 120 500

24 HA 144 850

850 100

123 m 484 124 (230)

1.257 154 1.655

1,098 133 1,770 348 9,118

ŝ 1,442 1,900 178 1,406

139 150

1890 158

1599 189

1900 150 111 1.581 123 2.151 200 2.544 1.935 1.60 2,945 5,509

1901 190

1993 195 196 1,600 213 434 2.831 1,508 1.648

1903 190 100 1.006 230 3,315 432 3,000 1,412 1.538 2.600 5,647

1664 153 193 1,600 225 2,900 438 3,441 1,411 1,526 3,000 5,642

1905 184 179 1,606 222 2,199 445 2,643 1,445 1.637 3,603 6,680

1.995

1937 99 800 90 993 220 1,215 800 828 1,606 2,914

1899 99 822 95 1.000 999 1.988 848 867 1.757

1999 104

1901 139 204 102 1,145

1902 113

1900

1015 108

1896

1897 50 30

1399

1900 20

1909 88 75 23 143 653

1900 53: 74 23 506 143 651 26 201 534 1.955

1904

1966 22 336 94 564 146 643

1865 147 97 1,165 187

1395 150 108 1.139 1,566 309 1,990 935 1.247 2.233 4,123

1833 168 119 1,210 1.684 200 1.932 935 1,274 9.923 4,205

1900 157 135 1.390 1,743 333 2,076 1.046 1.334 2.447 4,523

1901 160 1,300 168 1,771 341 2,119 1,007 1,331 2,339 4.511

1902 161 149 1.511 168 1.599

1900 133 1,297 130 1,763

107 145 1,395

110 889 109 1,093

180

Per Open Mile of Enilment.

xlv No. 18.—Comparison of Total Railway Receives from Passeeger Traffic and from Goods Traffic per Train Mile and per Mile of Open Railway, of Railway Companies in each of the Years from 1896 to 1905.

Per Train Mile.

		Wales.	Scotkand.	Ireland.	United Kingdom.	Heghand and Wales.	Scotland.	Ireland.	United King lon.
				FROM P	ASSENGER 7	RAFFIC.			
	1	d.	d.	d.	4.	£.	L		
1896 -	-	*49-93	*60:37	*43:25	*48-40	2,850	1,384	585	1,839
1697 -		*49*66	*39-06	*42.60	*45-00	9,526	1,008	597	1,890
1866 -	-	*49-72	*18-61	*41-98	*45-00	9,879	1,553	599	1,000
1899 -	- [*20-61	139-00	*40-17	*65:36	2,475	1,506	620	2,015
1900 -		*50:42	*41-97	*44 68	*49.08	3,544	1,353	629	2,076
1900 -	- 1	*70-96	*43-95	14971	*49 101	9,587	1,433	933	3,112
1908 -		*10-92	*48-07	*45-97	*49 60	9,631	1,563	653	2,139
1905 -	- 1	*59-45	*42-79	*43-87	*49:21	2,637	1,355	651	2,136
2904	-	*49-19	*42-19	*43:79	*68-00	2,541	1,542	650	2,128
1905 -		*49-71	,er.so	*43-67	147-58	2,612	1,318	560	2,112
				FROM	GOODS TRA	FFIC.			
1996 -		*70-22	*67-77	*71-97	*70-28	3,649	1,629	489	9,170
1897 -		*70-94	*68-60	*73-41	*70-04	2,790	1,696	590	1,938
1868 -		*69:58	*89-60	*76 90	*68-65	2,764	1,767	513	9,970

1996 -		*70-92				1			
			,62-22	*71-67	*70-38	3,649	1,639	489	2,170
1897 -		*70-94	*68-60	*73 41	*70-04	2,790	1,696	500	2,333
1966 -		*69:58	*69-60	*76 90	*69-65	2,764	1,767	513	2,278
1500 -		*70-23	*89-94	*73-81	*70-29	3,967	1,798	505	9,608
1900 -		*70-90	*71.59	*74:19	*73.96	2,565	1,844	834	2,647
1900 -		*18:41	*72:90	*72-64	*78-95	9,603	1,793	200	2,360
1903 -		*77.42	*15:58	76-57	*77-016	6,035	1,837	556	2,466
1908 -		*83-54	*77%1	*77-94	*82/65	3,000	1,883	561	2,656
1904 -		*85 59	*73 90	*81-00	*85-49	3,001	3,198	502	3,448
1965 -		*39-51	*99-88	*84-19	*87:29	8,008	1,799	553	2,423
			FRO	OI PASSEN	GER AND G	OODS TRAFF	ric.		
	-					1			

1896 -52.98 50:40 57.95 4,000 9.833 1.654 4,000 1997 -56 69 51:39 50:93 57100 5,602 2,514 1,997 4,123 1999 -59-68 59-65 57:48 5,130 3,410 1.112 4,305 1890 . 10-90 20.40 5):00 58 06 5,412 3,393 1,140 4.417 69 96 55-63 29-01 5,220 6,190 1,173 53-99 1,523

60.54 50.00 50166 59.90 5,590 2,199 1.150 4,511 1908 -62-54 55:71 50-69 61:27 5,540 7,200 1.309 4,800 1908 -54.12 67:46 50:54 62:79 5,547 8,159 1.215 4,794 1904 . 64-93 57-40 53-59 62:74 5,042 5,135 1,713 1,596 64-23 57-48 53-71 62-66 5,690 3,107 1,193 4,903 * Explusive of receipts on railways in cases where the traffic is conveyed by mixed trains. 153

WORKING EXPENDITURE PER TRAIN MILE. No. 19.—Comparison of Railway Working Expendeture—(L) per Train Mile,

and (IL) per Mile of Open Railway. L.—Comparison of Working Expenditure (axolusive of Steamboot, Dock, Harbour, and Ganal expenditure) by Railway

	Main		Bapajes					Do	argenssti	co.	Lorel		
YEAR	Way, Waris, &c.	Long- motive Power.	Renovals of Catrings and Waggons	Traffic Ex- posses.	General Charges	Rates and Texes.	mont Daty.	To Exploy-	For Personal Injury to Pra- sengers.	Far Damage or Loss of Goods,	Parita- mentary Ex- penses.	Misest- lancous,	Tora
					ENG	LAND A	ND WA	LES.					
	d.	d	d.	d.	d.	d.	d.	4	d.	ef.	d.	d.	d.
1894	5-92	9100	294	11/95	1.58	2:33	129	-	47	20	19	130	33:40
1897	5:73	9:27	292	11:23	1:38	2:33	193		197	93	19	134	34 95
1506	\$779	9165	840	11:33	1:51	2:11	-93	-	19	-98	109	132	34:77
1800	5:79	10:28	3-99	11:50	149	2:11	'23	970	19	98	-17	.32	33-75
1000	5:76	11:76	847	11.99	1/50	2:33	-23	100	109	34	17	134	87184
1901	6-69	12:12	3:29	18:45	1.55	2:55	-35	10	108	'96	150	1001	50:95
1502	6:21	11:00	3:38	19:47	1:58	275	94	-99	106	- 92	110	1:65	40730
1993	4.48	11:65	8:00	12:97	1 63	2:97	-23	'20	100	-20	100	1.50	41 0
1004	0.47	11-67	3:01	12:95	1 65	8:39	12.1	120	168	136	-18	1.16	41:95
1905	6-37	11-48	3.05	12:00	1.97	3:90	-23	-11	98	-35	-18	1:38	43:93

1993	4.48	11-65	3:20	12:97	1 63	2:97	-25	20	100	-20	100	1.50	41:23
1004	0.47	11-57	3:01	12:95	1 65	8:39	12.1	120	-68	136	-18	1.16	41:97
1905	6-37	31-49	3.42	12:00	147	3:90	-23	-11	98	-25	-19	1:38	63:22
\equiv			_			SCOT	LAND			_			_
1995	4 64	7:62	294	6.60	1.17	1:22	-12	-	-11	10	-23	120	95'45
1897	4:53	7.45	2:73	8 60	1:11	1.97	-11	-	100	119	-94	155	97104
1133	4.47	574	272	3159	1:14	1:00	- 11	-	-33	15	-93	197	95'85
1629	4-03	h-96	2.69	9-66	1:15	1:99	-22	440	10	14	198	165	98-00
1900	4:76	10%5	2.98	0:35	1:16	1:44	-28	105	18	-17	153	46	13 %
1901	5-11	9.60	8:34	9:74	1.11	1:43	13	106	100	19	-18	1948	59140
1903	F18	9-51	8:43	1/71	1.18	1:00	19	97	12	14	-33	1158	33 90
1992	5166	9-20	3:24	9:00	1.97	1:49	133	109	-15	17	16	1:54	83:10
1904	D-00	8 98	3 10	9 90	1:93	1.68	12	-07	10	1.5	3.5	1:63	10°11
1903	841	8.94	3:16	9.67	1:14	1.65	19	-98	100	13	15	144	39-90
						TREL	AND.					-	
1806	0:50	7:00	2:10	P16	178	1:34	*	-	12	-09	110	194	95.40
1897	6:73	7:70	2:23	017	171	1:44	-		-97	198	110	-93	55/31
1896	0.82	911	211	1/21	177	1:00	*		190	-09	-94	199	58/3
1899	6-97	4:10	9-21	8:21	173	1157	*	1032	-11	10	-98	-29	99-6
1900	6.68	P-50	0-23	4-33	1/76	1179		104	-10	100	100	100	50 90

1901	5-11	9.50	8:24	9:74	1.11	1/43	'23	106	100	1.9	-10	1948	19740
1903	F18	9-51	8:43	1:71	1.18	1:00	19	97	12	14	-33	1:58	53 945
1993	5166	9-20	3:24	9:00	1.97	1:49	13	109	-15	17	16	1:54	23:15
1001	D-50	8 98	3 10	9 60	1:93	1.63	112	-07	10	1.5	35	1:63	92-13
1903	841	8.94	3:16	9.87	1:14	1 65	19	-98	100	13	15	144	38-90
						TREE	ND.						
1806	0:50	7100	2:10	P16	178	191	4	-	112	- 09	110	195	95.40
1897	6:73	7:70	2:23	017	171	144	*		-97	198	110	193	25/31
1896	0.82	911	2:11	F-21	177	1:00	*		190	129	-94	199	50-33
1899	6-97	4:10	9-21	8:21	173	1150	*	1052	-11	10	-09	129	99:47
1900	0.48	9152	2-23	8:33	176	1:22		-04	18	129	-29	199	20 31
1901	7:90	977	9:25	8:59	173	1:67		165	18	109	-99	1991	99-67
1902	7:19	1.65	2.45	E-54	178	145	٠	-65	-00	10	-99	1:22	33-84
1603	2.58	10:03	2:15	8:40	1.77	1:70	4	46	-11	-11	26	1105	35-10
1994	8:94	10:10	2.41	0:33	150	1:68	*	96	-11	10	95	1.00	24-00
1995	6:23	9-55	241	8:97	1 93	171	•-	-07	-13	41	166	1:10	39-10
					U	STTED E	INGDO	M.					_
1886	5:54	881	2-90	10/06	148	2-13	199	_	10.	-18	-90	194	22-41
1895	5-02	8.97	2-16	10:56	1:47	2:14	-29	_	98	-22	-21	-38	102-11
1898	5-87	9:30	2-94	10-98	1:48	2:16	20	_	10	-22	-18	-20	30-61
1500	5-69	10:01	\$-99	11:22	1195	2:17	20	1077	-10	-25	-18	-33	34-6
1900	2-03	11 53	5:09	11:54	1:47	2:24	-91	100	-11	-93	-18	-39	30.0
1900	5.97	1176	3:23	11:95	1:81	2:39	-22	-00	100	-29	119	1:041	38:71
1903	6:12	11 23	3-11	12:12	1:54	2:53	-33	-00	-05	-39	19	1 99	38 %
1003	6.45	11.28	3:41	12:40	1:65	973	-25	.00	-90	-27	-20	1.13	39 65
1904	6109	31:18	3:41	12.97	1:59	2:93	-23	10	-06	-24	-13	1.20	32 13
1900	4:33	1110	3:65	12:33	1:03	295	-03	-10	100	- 23	-60	1.91	49.75

^{12:33 | 1:02} * The Art S and S Vis. The refer which the Suffrey Processor Duty is total, does not extend to Irohan!

This larger does not correpte with these for processor processor of the change made in the cuted of treading recoips from and expenditure on boths, the grow figures in each case being payer just on the change of the contract of treading recoips from all Left, 1988 to the tread of the relative processor in Left, 1987, cases into

Printed image digitised by the University of Southampton Library Digitisation Unit

WORKING EXPENDITURE PER MILE OPEN, No. 19.—Comparison of Railway Working Expenditure—(L) per Train Hile,

Compronation.

Exe-

pkyron

Tion

Loss of Goods 763160 Miscel-

entra)

TOTAL

and (IL) per Mile of Open Railway-continued menty)

IL.—Comparince of Working Expenditure (exclusive of Steamboas, Doelt, Harbour, and Canal expenditure) by Hallway Companies per Mile of Open Harbase, in each of the Years from 1899, to 1100. and Taxes. Duty.

> ENGLAND AND WALES £

Banales

motive

Works, Power.

1895 700 244 095 195 901 130

Traffic General Representation way,

Cluarges

Ex-

1993							16		- 4	19	17	80	2.91
1899	507	845	984	907	133	202	19	-	8	99	16	28	3,041
	533	840	393	1,058	136	211	20	77	9	25	16	33	1,360
900	631	1,985	293	1,106	138	220	26	8	10	31	16	36	5,490
901	546	1,498	238	1,198	140	202	21			33	18	501	5.033
932	500	1,017	355	1,144	143	248	23	8	7	99	18	85	6,000
903	571	1,926	335	1,148	143	2003	28	8		25	16	97	8,650
1934	570	1,020	310	1,141	143	973	21		7	23	16	109	3,627
1905	568	1,016	314	1,140	140	283	91	10	7	23	17	104	3,641
						SCOTE	AND.						
1906	250	499	130	476	63	86	6	_	6		12	20	1,460
397	263	433	124	400	61	74	- 6				1.9	38	1,533
896	258	454	137	514	40	28					18	39	1,410
509	267	391	1.58	502	61	81	7	55			13	30	1,704
900	278	619	167	006	97	84	i i		10	10	22	266	1,850
900	200	593	178	553	66	84	ý			11	l ii	521	1,855
103	297	535	181	587	66	80	7	4	7		7	76	1,925
500	906	309	178	549	64	10	į į		- 1 1			74	1,800
P04	294	497	109	549	66	10	· -	4	8			10	1,765
P05	292	493	171	334	63	69		4		7		28	1,740
_						IKEL	ND.				_	-	_
990	139	160	40	174	87	24	*		,	8	4		598
997	145	100	69	176	87	31	*	_	2	8	1		616
999	1.50	176	45	199	35	34	-		4	2			643
999	187	102	50	384	3.0	3.5	*	12	,	9	5	4	640
900	1.07	215	50	199	40	39	*	1	4	2	0	i i	706
PO1	1.04	222	61	294	39	3.8	*	i	8	9		934	744
992	108	221	50	196	43	58	*	9		2		96	754
903	107	231	60	193	41	39	*	2	3	2		95	761
904	182	930	52	190	41	38	*	9	3	2		94	779
906	183	215	54	197	41	35	٠-	9	3	9	10	95	759
_					UNI	TED K	мовох	t.					_
696	850	009	201	720	103	.146	16		4	13	1.0	94	2,241
197	402	643	966	769	104	103	16	_		35	15	10	2,312
ise	415	696	915	799	108	168	17		7	17	14	96	2,460
090	450	763	228	816	111	166	17	52	8	20	13	20	2,480
900	436	886	997	894	113	179	18	7		24	14	20	2,834
901	449	885	945	900	114	180	19	7	7	98	15	780	3,918
202	460	845	240	912	116	190	19	7	4	22	14	H3	2,919
Χ¢	460	936	240	907	115	200	19	7	7	19	10	163	9,913
104	468	817	249	904	117	900	18	7	4	18	13	88	3,911
200	463	811	282	900	116	216	18	8	4	15	14	86	9,909
		of 6 Via. e one not cer penditure 9 is the fir	-										

thamoton Library Diobsation Unit

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RECEIPTS PER TRAIN MILE, &c., FOR VARIOUS COMPANIES

No. 20.—Compassion of Receipes per Train Mile, from Passenger and Goods Truffie, and 1904, of the undermentioned Note:—The receipes of the lines weight

VE an.	Cale- decian.	Outral Landon	Furness.	Glasgow and South- Western.	Great Central.	Great Eastern.	Great Northern	Greas Northern of Ireland.	Great North of Scotland.	Great Westorn	Great Southers and Westers of Ireland
				FRO	M PASSE	NGER T	RAFFIG.				
	d.	d	4.	4.	d.	d.	4	d.	d.	d.	a
1894	20.74	_	58-17	39-63	48:33	49163	49:15	60.58	35 31	39-47	46143
1897	38:55	_	41 100	39 44	45-23	50-53	49-41	67-08	3476	55-53	46 04
1893	29:53	_	49-19	39.07	46-02	44-07	49-61	49-16	34-92	59-77	65.28
1899	41:15	_	44-05	43:59	28-14	49/73	49.79	49.07	37:02	51.76	64-50
1900	44.06	_	45:22	4121	19:34	54.99	43 61	50'45	39:51	83-25	45 08
1901	45:28	65-42	99 63	44:58	50-64	56-91	43:1B	49-66	41'44	63-83	42:90
1909	42-64	66-62	69:33	49:17	36-93	67143	49.75	69.05	41:23	88-77	45 107
1903	12:49	64-83	45-01	43/16	26-95	17 93	43 63	49.45	41:88	59-63	44:56
1904	42-65	65-11	44-64	42:31	24:97	58-59	49 (9	69:05	40-67	83.97	44-59
1905	49-96	60-13	69-56	39 55	34-39	16-29	42 04	68 26	40-40	49'66	45-92
				y	ROM GO	ODS TRA	FFIC.				
1895	23.66	_	100-16	68:04	63-93	41-94	61-66	77.00	41-47	50-02	68 08
1897	T0:49	_	10797	70/19	65-76	56/50	50 01	79-10	02-05	89-35	98 100
1888	70 99	-	111 06	73 99	64'64	19-73	87-94	79:70	48-93	88-15	05100
1500	70/34		110-03	72 05	63.44	29 40	57.79	80 95	43-10	50:34	03:05
1900	78-93	- 1	114 43	74/55	26-16	59 93	99:17	80.44	64:18	59:11	67:94
1900	79:40	-	111-02	72'48	64:15	41 00	60-10	80 18	67.41	61-94	67-68
1902	83.06	100	119-22	73 00	66:70	43 90	69-67	91.66	70:84	66:73	71.48
1908	97-46	-	112:43	70-64	20:46	97:00	15:58	94177	74163	89-17	71.99
1904	86:94	-	115-70	77:73	73'00	60:50	79:10	94-72	74:00	73-35	60:20
1503	18-17	1901	120-68	76-36	70-95	69-92	78-95	100-88	79 93	75-56	81-23
_			P	ROM PAR	BENGER	AND G	ODS VE	AFFIC.			
1606	56-18		74:95	89 98	17-59	54:20	51-91	87:91	44:10	54.90	54-69
1897	55:17	-	70:81	53-50	57 93	84:07	20.00	87 54	44-30	54:90	84-84
1893	88 97	-	78-79	82-67	58195	8445	50.48	48 95	40-10	54-98	52-54
1599	50:77		79:55	54 63	53 99	55.49	50 51	59.45	45-76	55-51	59.97
1000	29-47		89'47	59-63	53 133	55:79	51.90	60-61	48-90	59:17	54-56
1991	60:99	63-62	79-94	55 49	66-59	58-90	59:11	59:35	59-73	57-79	89-95
992	60-15	66-92	79-75	55 109	54:15	60-03	55:97	43:97	51-66	59-97	15:95
1923	82-07	64 67	70.96	58.77	84-87	64 93	57:10	63-31	59.78	20:23	54-84
904	61.49	65-11	76:22	85:78	64155	61:19	57.97	68-55	51-73	60.74	68-64
1906	61 67	65-18	83-91	54:32	55-71	61:35	55:54	63-89	59:49	00-90	E8-23
_		PRO	PORTIO	S OF TO	FAL EXP	ENDIYU	EE TO T	OTAL RE	CEIPTS.		
		Per Cent.		Per Cest.	Per Cent.	Per Con's	Per Com.	Per Cest.	Per Cest.	Per Cent.	Per Cent
1896	40	- 1	49	54	65	57	63	50	51	55	53
1697	66	-	53	56	54	57	62	5/3	88	56	54
1698	68	-	59 45	56	58	58	61	53	48	100	57
1990	55		43	83	56	59	63	53	83	69	57
1944	56	54	51	68 88	70	602	65	86	54	63	59
1502	88	56	50	61	70	16	67	56	53	es.	54
1903	91	53	53	61	67	65	84	55	51	61	62
	- 20	- 10	- 14	41	67	68	64 -	55	51	48	63

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RECEIPTS PER TRAIN MILE, 4co, FOR VARIOUS COMPANIES

Proportion per Cent. of Total Expenderuse to Total Receipts, for the Years from 1896 to Railway Companion. by the several Concention are installed.

Lan- coline and York- shire	London and North- Western	London and South- Western	London Brighton teel South Coast.	Midtsed.	Midland Great Western of Ireland.	North British	North- Eastern.	South- Eastern and Chatham.	Zuff Vale:	Ysar
			,	BOM PA	SENGER	TEAFFD	2		-	-
d	4	d.	d.	4		4	6.	d	6	
90 07	54-02	54:43	58.70							
43 61	53/31	55-17	28 20	43.72	39 04	43-53	43-28		71:38	169
43-93	50-43	54-90	38 94	43 53	39 48 39 48	39-19	44-22	-	65-99	1880
44:37	16-31	26-93	63-24	43:99	9947	46-42	44.38		58:33	1804
44:78	54-10	92-11	60:14	42:30	41:85	39:17	45-12	51-63	65:38	1.994
45-16	54-10	50-94	64133	48/25	29-00	42:23	46 01	66-66	88:79	190
48 (22	58-10	57-94	65:30	43:95	28.70	41.00	47 63 47 36	58-54 (8-98	22-18	190
45'18	50-62	55-98	64:79	43-97	49:33				70.24	190
45-39	6871	54-68	04-19	40144	39 90	45'48 45'19	46-17	GS-54	65-71	190
45-97	52 67	54-53	63 30	40-77	40100	4478	45.23	60-58	02:11	150
49.41	00.01	09.00	60 30	40'77	99190	99'75	4572	33-66	32:58	190
				PROM	600D8 T	BAFFIC.				-
101-63	81-20	69:11	22.90	40:47	20168	63 57	78.94		81.99	181
108-57	78-97	65:90	15-68	91-51	75:25	85-94	79.98		87:19	181
104-10	79-93	64:59	93.54	80.50	75 95	47:51	78:07		83.46	153
100:05	50-98	65.94	85/54	62.06	77.94	68:30	89 13	80-01	54:25	158
199 85	83.11	68-00	99/79	68/79	73 43	70:22	82-25	77.97	80.59	166
117-40	55-65	68 19	94-82	63:22	71.79	20:00	8544	76-46	83-79	186
159-97	90 66	72-24	16-61	68:02	73:24	23:07	95:58	78:95	88-41	150
120:66	102 68	78:73	50-93	72:40	24.07	74:36	197.56	79:50	90:27	190
160-07	100-07	78-62	100:90	78-53	77:99	75:50	1176	20-66	89.28	190
146-23	100-64	80 96	105-59	22-96	78 49	79-01	124 68	R3-06	91:28	190
			FROM I	PASSENG	EE AND	GOODS T	RAFFIC.	-	-	-
67.65	67:13	87159	6496	54:25	51-64	51.99	63:99	_	29:06	tss
65:58	65/74	58 97	66.06	54.96	32:55	5217	65144	_	28/56	186
\$548	63-22	57:33	66:09	\$9.97	53 (0)	63:19	63:92		24.00	195
66-69	65.78	28:59	67.74	54.46	54.09	53-65	64-99	66:94	79:36	185
65.10	60:50	66-08	68-97	55'47	55 68	60-63	65-63	69-23	1154	190
60:31	68 33	10-73	69-77	55:33	51-96	57:50	67:34	70:94	82/98	150
31:24	69:88	60:98	71 104	87/63	32:76	57:55	71-27	72:17	62:53	190
73:74	79-93	60-79	70:64	58-83	53-31	59-40	76:29	71:20	89.17	150
73-99	13:81	66144	10-97	57:70	55:71	60-07	78:19	68-64	10.00	190
22:31	70.53	60-66	79-53	59-95	84 54	60-96	78 90	71:99	16:37	150
	1	PROPORT	ON OF	TOTAL E	XPENDIT	URE TO	TOTAL E	DCEIPTS		-
Per Ceat,		Pur Cent.	Fee Coas.		Per Cust.		Per Cont.	Per Cent.	Per Cent.	
56	55	57	54	55	53	50	57	-	54	181
57	16	57	58	57	153	60	56		54	188
57	58	. 60	57	58	53	50	59	-	58	18
56	59	63	109	10	54	84	61	58	56	18
60	62	62	63	68	55	54	63	63	59	19
68	63	64	62	64	59	53	66	64	58	19
63	63	68	- 60	68	88	58	65	65	56	19
68	63	63	50	63	39	10	64	62	57	19
62	64	68	59	63	59	83	64	63	56	19

• To Beccipts of the Lundon and North Windows Company, from the Steambest Traffic, are included in the Company's recursive with those from the Englany Traffic, up to and facilities the year 16st.
Company's recursive with those from the Englany Traffic, up to and facilities the year 16st.
Company's recursive with those from the Englany Traffic, up to a facilities the year 16st.
Company to the Proposition of the Proposition

EXPENDITURE PER TRAIN MILE FOR VARIOUS COMPANIES.

No. 21.—Companisor of Expenditure per Train Mile (exclusive of Steambout, Dock, Harbour and

Note. - The expenditure of the lines worked

YEAR	doman.	London.	Farmer.	South- Westorn.	Central	Bastern.	Northern,	of Ireland.	of Scotland.	Wostera.	Western of Iroland
				м	AINTEN	ANCE OF	WAY.				
	4.	d.	d.	d.	el.	d.	d.	d.	d.	d.	el.
1895	4:00		746	447	4:65	4:72	6-06	7:00	3-76	6-64	647
1807	4 63		8 48	4:93	4:44	4-90	5/72	7:39	8:17	6 67	8-74
1998	4.00	-	9-53	4:45	6-57	4:77	4:00	7:24	3-64	791	7-64
1900	471	-	8-00	4-11	4-19	8-22	4:34	5.95	3 10	7:22	7.55
1930	5-14	-	8:09	4:58	4:00	519	4:39	6-93	4:03	7:12	7:48
1901	9.73	1:55	8:26	5:90	4:54	5-04	4154	6:94	6:19	7:20	710
1903	5.00	3:07	9:19	5-95	4.76	5%	474	781	4.41	7100	7.97
1903	9:64	1:79	8 29	548	4.95	6.08	494	8:03	4:36	7:22	710
1904	5 199	196	7:15	5'20	4193	0.38	5109	9:54	4-56	7:27	8 68
1945	5:96	1:03	6/92	4-65	3:08	0.40	3-18	0.02	4:30	7-13	9-01
					госом	TIVE PO	WEL.				
1896	7:30	-	9-63	7:93	894	8:44	8 10	748	7:19	8-29	8 05

1 0090	4:71	- 1	8-00	4-11	4-19	5 22	4/34	5.95	3 100	7:22	7 51
1930	5-14		8:00	4:58	4:00	519	4:30	6:00	4:03	7:12	7:44
1001	973	1:55	1/26	5-90	4:54	5-04	4154	6:94	6.10	7:20	7.99
1903	5'00	3:07	9:19	5:55	4.76	5%	474	781	4.41	7100	7.60
1903	9:64	1:79	8 20	548	4.95	6.08	494	8:03	4:36	7:22	746
1904	5 100	196	5:15	5'20	4193	6-28	5109	9:54	4-56	7:07	8 64
1945	5:96	1:03	6/92	4-65	3:08	0.40	3-13	0:02	4:30	7:13	9-0.
					госомо	TIVE PO	WEL.				
1890	7:30	_	9-01	7:93	891	844	810	748	7:19	8:39	80
1907	7:62	-	18:24	7:56	9-39	8 50	9.00	7:18	7:23	8-44	
1997 1996	7:63 6:55	=	10:34	1-56 9-56	9-25	8-66	9:01	9 47	7:12	9-13	
											8-00
1896 1899 1900	8:59	-	10:30 11:43 19:37	9-95 11-95	9 06 11 34 12 43	5165	9:01 9:09 11:09	8-47 8-67 11-08	7:12	9-13 9-29 11-07	8 00
1898 1899 1900 1901	9-48 11-49 10-29	1990	10:36 11:43 19:37 19:42	9-95 9-95 11-96 10-25	9 06 11 34 12 43 11 79	5-66 5-66 10-41 10-53	9:00 11:00 11:75	8-67 8-67 11-08 9-90	7:12 8:20 8:27 9:38	9-13 9-29 11-07 11-97	8 00 8 00 9 00 10-11
1898 1899 1900 1901 1902	9-48 11-99 10-99 9-78	1390	10:96 11:43 19:07 10:42 30:18	9-95 9-95 11-96 10-25 9-92	11:34 12:43 11:79 10:07	8-68 9-08 10-41 10-53 10-20	9:01 9:09 11:09 11:75 11:10	8-67 8-65 11-02 9-90 10-66	7:12 8:90 8:97 9:93 8:73	9-13 9-59 11-07 11-97 11-23	8-00 8-00 9-00 10-10 10-02
1898 1899 1900 1901	9-48 11-49 10-29	1990	10:36 11:43 19:37 19:42	9-95 9-95 11-96 10-25	9 06 11 34 12 43 11 79	5-66 5-66 10-41 10-53	9:00 11:00 11:75	8-67 8-67 11-08 9-90	7:12 8:20 8:27 9:38	9-13 9-29 11-07 11-97	8 00 8 00 9 06 10 16 10 92
1898 1899 1900 1901 1902	9-48 11-99 10-99 9-78	1390	10:96 11:43 19:07 10:42 30:18	9-95 9-95 11-96 10-25 9-92	11:34 12:43 11:79 10:07	8-68 9-08 10-41 10-53 10-20	9:01 9:09 11:09 11:75 11:10	8-67 8-65 11-02 9-90 10-66	7:12 8:90 8:97 9:93 8:73	9-13 9-59 11-07 11-97 11-23	8-05 8-05 9-06 10-16 10-06 10-06

1904	5 198	196	5:15	5 28	4193	6-38	5109	9:54	4-56	7:27	8 64
1945	5:96	1:03	692	4-65	2-18	0.40	3-13	0.03	4:30	7:13	9-01
_					TORONIO	TIVE PO	WELL.			-	-
					LOCOMO	TIVE PO	WEEL.				.,
1896	1199	-	9-61	7:93	894	814	8 10	748	7:18	8:19	8 00
1907	7-62	-	10:24	7-76	9-39	8 50	0.00	7:18	7:23	8-44	8 03
1995	8:55	-	10:30	9-55	9.58	8165	9:01	8:47	7:12	9-13	8-05
1899	9.48	-	11:43	9.95	11:34	9-96	910	8-97	8:20	5-70	8.90
1900	11.49	-	19:57	11:96	12:43	10:41	11:00	11.03	8:27	11.07	9 66
1901	10:33	1290	10 42	10:25	11:79	10.53	11:75	9.90	9:21	11:57	19:16
1900	978	11 65	33'18	11:82	10.07	10:20	11:19	10 06	8.73	11:23	10.00
1966	9:50	33-93	11:94	9-94	11:00	19:59	11:18	10-45	8:97	11:29	10 96
3974	9:27	10:74	10:71	9-07	10:78	10:17	11/00	11:93	8:79	11:13	1960
1903	0:23	10:60	10-75	9.05	30 77	10-04	10:13	9-12	8-83	11:58	10-23
			-								-
		_	REFA	IBS AN	DEENEV	TALS OF	HOLLIN	G STOCK			
1896	3:29	_	5-97	\$120	2:22	241	9:98	2:24	1.55	2:19	2:00
1861	3-65	-	898	3:13	2-13	9:74	2-52	2-22	1:30	9:71	3746
1008	3.66	-	6.93	\$108	240	2:63	9:72	2:26	1:07	2.74	2:21
11ce	3:14	-	6-63	2-10	248	3.98	3150	949	3.67	9:70	2-30
1000	3.12	-	441	8:35	9:55	947	3.60	2:23	177	2.78	9:95
1901	310	178	8:00	8-55	3.94	349	2-65	2:29	1:00	9.67	949
1000	3.95	2:13	548	5-19	3.20	3.68	3:10	2.27	1:79	290	2.75
1903	3:79	2:23	5:26	37-55	3.47	3:61	9.55	234	1.95	3-19	2:14
1904	3 23	2:39	4:79	3.58	3.61	3:52	3:95	2:05	1.92	3 23	9.41
1003	3-63	2.66	5-98	3-91	8/72	344	3.08	2:38	190	3/39	9.50
					****	C CHAR					_
_					TRAFFI	C CHAR	JES.				
1886	9-03	-	10/94	9-18	11-19	P:53	20:33	9.04	7:13	8-90	8.90
1897	9:55	-	30-43	9-13	11:76	9:84	10:39	9:06	7:23	8:97	844
1898	9:56	-	10-62	9:13	38-00	10:12	30-59	9:31	7:94	9-24	840
1860	9-69	-	10.55	9:56	12:28	10/34	20-72	1-31	8 02	9-66	9.60
1900	10.28	-	10 80	10 01	12:33	1076	11:10	\$-33	8:32	9-69	840
1901	10 43	13-69	11:21	10:13	12:51	11:33	31-61	9145	8:35	9-92	9.83
1900	10-61	12:07	11:06	10-13	12:61	11:65	11:33	9:57	8.46	9-50	9-60
1908	10:23	12:45	11:30	10:39	19:74	11-65	12:33	\$-66	8:56	10-31	8-60
1904	10:38	12:30	11/77	1948	12:38	11:76	12:17	9:58	3:50	16:50	8.0

1966	9:50	33:92	11:04	9-94	11:00	19:50	11:16	10-45	8:97	11:29	10 96
3994	9:27	10:74	10:71	9:07	10:78	10:17	11:00	11:13	8:79	11:13	1060
1905	0:29	10-90	10-75	9 07	10 77	10-04	10-23	9-12	8:53	11:68	10-23
			REPA	IRS ANI	BENEV	ALS OF	HOLLING	S STOCK			
1806	3-29	_	5-97	3-24	2:22	241	2:51	3:24	1.55	2:19	2:00
1801	3-65	_	898	\$-13	243	9.74	2-52	2-22	1:30	9:71	3746
1006	3.00	-	6-93	\$108	240	2:93	9:72	2:26	3:07	9.74	2-21
lice	3:14	-	6-63	2-10	248	348	3100	949	3.47	9:70	2:31
1000	3.12	-	441	8:35	9:55	947	3-60	2:33	177	278	9:95
1901	310	178	810	8-55	3.24	342	246	2:29	1:00	2.67	949
1000	3.95	2-13	548	5-19	3 20	3 68	3-10	9.97	1:79	290	2.75
1903	3:79	2:23	5:26	3-15	3.47	3-61	9.65	234	1.96	3:12	2:14
1904	3 23	2:39	4/79	3.58	3-61	3:52	3:95	2:05	1.92	3 23	9.41
1003	3-63	246	\$198	3:31	8/72	3.44	3.08	2:33	1 90	3/39	9.50
			_	_	TRAFFI	C CHARG	IE8.				
1096	9-53	-	10:94	9-18	11-19	P:53	20:33	9.04	7:13	8-90	8 90
1896	9-53 9-55	=	39/94 39/49	9-18 9-13	11:19	9-63 9-84	20:33 10:38	9 04 9-06	7:13 7:23	8-90 8-97	844
1897	9:55 9:56		10-69 10-62								3 FG 3 FG
1897 1898 1899	9:55 9:56 9:69	-	30-49 30-42 30-33	9-13 9-55 9-56	11:74 29:00 12:38	9-84 10-12 10-34	10-39 30-59 30-73	9-06 9-31 9-31	7:23 7:34 8:02	8-97 9-34 9-16	8 96 8 96 8 98
1897 1898 1899 1900	9:55 9:54 9:69 10:29	=	30-49 30-42 30.33 30.80	9-13 9-55 9-56 10-61	11:74 19:99 12:38 13:33	9-84 10-12 10-34 10-75	10-39 30-59 30-72 11-10	9-06 9-31 9-31 9-33	7:23 7:34 8:02 8:02	8-97 9-24 9-16 9-49	846 846 846
1897 1898 1899 1960 1961	9:55 9:56 9:69 10:28 10:48	13-60	10-49 10-42 10-33 10-30 11-21	9-13 9-55 9-56 10-01 10-13	11-74 28-90 12-28 18-33 22-51	9:84 10:12 10:34 10:75 11:38	10-39 30-50 30-73 11-10 11-61	9-06 9-31 9-31 9-33 9-65	7:23 7:34 8:02 8:02 8:02	8-97 9-24 9-16 9-69 9-82	8 96 9 95 9 95 9 95
1897 1898 1899 1900 1901 1902	9:55 9:56 9:69 10:29 10:48 10:42	13-69 	10-49 10-42 10-33 10-30 11-21 11-06	9-13 9-55 10-01 10-13 10-13	11-74 28-99 12-28 13-33 22-51 12-61	9:84 10:12 10:34 10:75 11:38 11:44	10:39 30:59 30:73 11:10 11:61 11:83	9-06 9-31 9-33 9-95 9-97	7:23 7:34 8:02 8:02 8:30 8:36	8-97 9-94 9-16 9-49 9-92 9-90	8 96 8 95 8 95 9 95
1897 1898 1899 1900 1901 1902 1908	9 %5 9 %6 9 %9 10 93 10 43 10 43	13-60	10-49 10-42 10-33 10-30 11-21 11-06 11-30	9-18 9-55 9-56 10-01 10-13 10-13 10-29	11:76 28:00 12:28 12:33 12:31 12:41 12:74	9:34 10:12 10:34 10:75 11:38 11:44 11:45	10-39 30-59 30-78 11-10 11-61 11-83 22-20	9-06 9-31 9-33 9-95 9-97 9-85	7:23 7:34 8:02 8:02 8:02 8:00 8:46 8:56	8-97 9-16 9-16 9-83 9-80 10-21	8 96 8 95 8 95 9 95 9 95
1897 1898 1899 1900 1901 1902	9:55 9:56 9:69 10:29 10:48 10:42	13-69 	10-49 10-42 10-33 10-30 11-21 11-06	9-13 9-55 10-01 10-13 10-13	11-74 28-99 12-28 13-33 22-51 12-61	9:84 10:12 10:34 10:75 11:38 11:44	10:39 30:59 30:73 11:10 11:61 11:83	9-06 9-31 9-33 9-95 9-97	7:23 7:34 8:02 8:02 8:30 8:36	8-97 9-94 9-16 9-49 9-92 9-90	8 96 8 95 8 95 9 95

EXPENDITURE PER TRAIN MILE FOR VARIOUS COMPANIES.

Canal expanditure) for the Years from 1895 to 1805, of the undermentioned Railway Companies, by the several Companies is included.

and York- shire.	North Western.	South- Western.	and South Caset.	M5Steel,	Wostern of Ireland	North British.	Esstern.	Eastern and Chathare,	Yale.	Year.
				MAINT	PENANCE	OF WAY	r.			
d.	d.	d.	d.	el.	4	d.	d.	4.	4	
0.19	6:42	6 03	5-64	4:22	5/29	4163	5/14		5-95	1999
6.47	6.33	6-18	6:17	4:54	6.28	4:03	0140	-	615	1897
6.37	646	0:11	6481	4-75	6.58	4:97	D-53	_	0-22	18#8
6-40	846	6:58	8:56	4:58	7:14	4:20	5146	5-58	7.09	1699
6:16	0.24	6:77	694	4197	7:21	4-74	3.40	5-73	7:51	1900
7:60	6.98	6:48	7:24	4104	7-12	4 60	8:97	0.92	7:59	1900
694	6:74	0.23	7:90	4 93	T-14	493	6:83	7.90	7:77	1900
7.42	7.42	6:50	2-21	5/35	7.68	0.18	7:92	7.95	748	1900
6:87	7148	610	T-03	5-11	7.64	8:25	7.67	7-14	610	1990
6.56	7:14	074	1:59	5-04	7-97	5-57	748	7:19	0.40	1900
				1.000	моттув	POWEB,				
9:76	8:76	8-17	9:96	879	798	7:00	19193	_	10 04	Liste
9:37	8:79	8:93	979	9-19	8:14	7:11	11:18	-	15:43	192
9:74	8-96	P26	10:34	9:87	8:43	7:55	11-90	-	15:16	190
10-27	9'46	9-64	10:63	10:23	8:56	8:26	19.95	10:23	10 07	tass
11:63	11:16	10-67	12/79	11-00	9.67	9:93	13:65	12:08	19 64	1900
19:50	11 90	11:03	19-11	11-71	10:25	9-59	14-66	33-05	19:97	1900
11:63	11:35	10.96	19:99	11:40	9 96	9:91	18-97	22:73	17-64	1900
11.75	11:65	10-56	12 66	11:55	10.00	9:13	14:49	10:00	17:02	1960
19.94	12/00	10.48	19-46	10-65	10-61	8:95	14:27	11.19	17:04	1960
1846	12-27	10 97	19-86	10-10	19-15	1105	34-95	11 68	10:00	1990
			BEPAIRS	AND BE	NEWALS	OF ROL	LING NY	ocs.		
5/54	2-65	941	2:64	9.69	2-19	940	5:17		2-16	1690
3:00	9.79	2:74	2:15	9:50	9:14	945	5:16	-	914	1197
	949	2-65	3.66	2-53	2:24	240	5:31	_	1464	1696
3-10			345	0.43	9-91	946	5100	248	940	166
3:10	2.93	2:58								
	2-93 5-18	2·58 2·56	3 33	241	9 13	270	5.90	9.06	894	
3:33										190
3:33 3:18	5:18	2:06	3.33	3-61	9 13	270	5-96	9:56	8:04	1900
3·33 3·18 3·27	5-18 5-37	9:56 9:46 9:61 9:71	3:46	261	2·13 2·90	270	5-96 0-98 0-98 7-08	9:06	9:06 2:48 2:55 2:29	190 194 198
3·33 3·18 3·27 3·36 3·42 5·42	3·18 3·37 3·44 3·56 3·73	9:66 2:46 9:61	3 00 3 66 3 53	2-61 2-66 2-73	9:13 2:95 2:00	2º76 2º77 3 6t	5-96 6-98 6-98 7-03 7-26	9 06 9 13 3 15 3 28 3 41	2-48 2-48 2-55 2-29 2-26	190 194 194
3:33 3:18 3:27 3:30 3:42	5:19 5:37 3:44 3:76	9:56 9:46 9:61 9:71	3-93 3-66 3-33 3-62	2-61 2-68 2-73 3-60	9 13 2 90 2 90 3 98	3°76 2°77 3 6t 3 99	5-96 0-98 0-98 7-08	9:06 9:18 9:18 9:28	9:06 2:48 2:55 2:29	190 194 194 190
3-33 3-19 3-27 3-30 3-42 3-42	3·18 3·37 3·44 3·56 3·73	9 66 9 46 9 61 9 71 9 72	3 93 3 66 3 53 3 62 3 63	2-68 2-78 3-60 2-63 2-78	2·13 2·95 2·90 9·93	276 277 344 399 3-13	5-96 6-98 6-98 7-03 7-26	9 06 9 13 3 15 3 28 3 41	2-48 2-48 2-55 2-29 2-26	190 194 194 190
3-33 3-19 3-27 3-30 3-42 3-42	3·18 3·37 3·44 3·56 3·73	9 66 9 46 9 61 9 71 9 72	3 93 3 66 3 53 3 62 3 63	2-68 2-78 3-60 2-63 2-78	913 295 240 945 292 294	276 277 344 399 3-13	5-96 6-98 6-98 7-03 7-90 7-90	9 06 9 13 3 15 3 28 3 41	2-48 2-48 2-55 2-29 2-26	1900 1940 1940 1940 1940
3·33 3·13 3·27 3·36 5·42 5·42 2·61	5/18 5/37 5/44 5/74 5/73 5/73	9 56 9 46 9 61 9 71 9 72 9 78	3-00 3-66 3-93 3-62 3-63 3-68	261 268 243 360 263 273	213 296 290 290 291 291 AFFIC CF	370 277 361 390 313 311 AMGES.	5-96 6-98 6-98 7-08 7-90 7-90	9 (5 9 13 9 15 9 26 9 3 11 8 16	2-44 2-45 2-29 2-29 2-29 2-29 2-29 2-29 2-29 2-2	1900 1990 1990 1990 1990 1990
3 133 3 135 3 277 3 50 3 142 3 143 3 161	5/18 5/37 2/44 5/74 5/73 5/73	9:06 9:46 9:61 9:71 9:79 9:08	3-00 3-06 3-03 3-02 3-03 3-08	261 268 273 260 283 273 273	213 296 290 290 291 291 APPIC CE	970 277 3 6t 3 99 3 23 3 21 8 AMGES.	5-96 6-98 6-98 7-03 7-90 7-90	9 (5 9 13 9 15 9 26 9 3 11 8 16	2-44 2-44 2-55 2-29 2-25 3-23	1900 1940 1940 1940 1940 1940 1840 1840
3 133 3 133 3 137 5 138 5 142 5 143 5 143 5 15 5 15 5 15 5 15 5 15 5 15 5 15 5 1	3:18 3:37 3:44 3:74 3:73 3:73 13:49 14:26	9 16 9 46 9 61 9 71 9 79 9 48	3-03 3-06 3-03 3-03 3-03 3-03 3-08	261 268 273 360 283 273 273 TB.	213 296 290 290 291 291 AFFIC CF	370 277 361 390 313 311 AMGES.	5-96 6-98 6-98 7-08 7-90 7-90	9-06 9-18 3-15 3-26 3-41 8-94	2-44 2-45 2-29 2-29 2-29 2-29 2-29 2-29 2-29 2-2	199 199 190 190 190 190 190 190
193 3-19 3-17 3-28 3-42 3-42 3-61 15-61 15-75 13-93	318 397 244 376 373 373 373 1340 1426 1437	2-66 2-46 2-61 3-71 3-73 2-68 10-93 10-93 10-50	9 61 9 68 9 68 9 68	261 268 273 260 273 273 778 11*99 11*99 11*99 12*97	213 295 2-60 2-65 2-93 2-94 AFFIC CF	270 277 3 6t 3 99 3 15 3 17 AMGES. 8 70 8 73 9 94 9 92 9 94	5 % 6 % 7 % 7 % 7 % 7 % 7 % 7 % 7 % 7 % 7	908 918 918 941 816 816	934 948 948 929 928 928 11:22 11:17 12:19 10:56 11:72	190 194 194 196 196 196 196 196 198
3 183 3 18 3 197 3 18 3 18 3 18 3 18 3 18 3 18 3 18 3 18	218 244 275 273 273 273 273 273 273 273 273	9:46 9:61 9:71 9:73 2:48 10:48 10:48 10:48	9 61 9 62 9 63 9 63 9 63 9 63 9 63	266 243 269 243 260 263 273 273 11-30 11-48 12-97	213 290 290 290 292 294 APPIC CF	270 277 3 6t 3 99 3 25 3 27 5 ANGES. 670 6 23 9 94	5 96 6 98 7 10 7 20 7 20 10 92 10 97 10 98 10 97	9 (36 9 18 3 15 3 29 3 41 8 76	936 948 988 998 929 929 923 11-17 12-10 10-56	190 194 194 196 196 196 196 198 198 199 199
3 93 3 18 3 17 3 50 5 42 5 42 2 61 15 61 13 75 13 90 14 97 16 95	218 244 275 273 273 273 273 273 273 273 273 273 273	9:06 9:46 9:61 9:71 9:73 2:48 10:93 10:50 10:68 10:68 11:00 10:68	9 61 9 68 10 13 10 13 10 13 11 13 11 13	261 268 278 280 283 283 278 11:00 11:00 11:00 11:00 12:00 12:00 12:00 12:00 12:00 13:00 13:00 13:00 14:00 16:00 16:00 16:00 16:00 16:00 16:00 16:00 16:00 16:00 16:00 16:00 16:00 16:00 16:00 16	213 240 240 240 242 254 APPIC CF 793 7-96 608 618 846 841	270 277 3 64 3 99 3 13 3 13 5 13 5 13 6 14 6 23 9 9 14 9 23 9 6 1 10 0 6 9 9 0 7	5 % 6 % 6 % 7 0 % 7 0 % 7 0 % 10 % 2 10 % 11 10 % 2 10 % 11 11 10 11 11 17 12 6 %	906 918 305 301 301 804 804	11:22 11:17 12:19 11:17 12:19 11:17 12:19 10:55 11:15 11:16 11:16	1900 1946 1946 1940 1940 1940 1940 1940 1940 1940 1940
1981 3-18 3-27 3-38 3-42 3-42 3-61 19-51 13-53 14-95 15-98	218 244 274 274 275 273 273 273 273 273 273 273 273 273 273	246 246 261 271 273 248 2948 2948 1948 1048 1140	9 61 9 68 9 68 9 61 9 61 10 10 11 10 11 10	261 268 273 260 273 273 11:39 11:39 11:39 12:37 12:37 12:37 12:37	213 245 240 240 242 254 AFFIC CF 793 746 606 613 546 8145	270 277 3 64 3 99 3 23 3 21 5 AMGES. 6 70 6 73 9 94 9 23 9 64 10 66	10 02 10 02	906 918 915 926 926 826 826	11 22 11 72 11 72 11 72 11 72 11 72 11 72 11 72 11 72 11 72 11 72 11 73 75 75 75 75 75 75 75 75 75 75 75 75 75	1900 1946 1946 1940 1940 1940 1940 1940 1940 1940 1940
19:81 3:43 3:43 3:43 3:43 3:43 3:91 19:57 13:93 14:97 14:97 14:93 14:93 14:93 14:94	218 244 275 273 273 273 273 273 273 273 273 273 273	9:06 9:46 9:61 9:71 9:73 2:48 10:93 10:50 10:68 10:68 11:00 10:68	9 61 9 68 10 13 10 13 10 13 11 13 11 13	261 268 278 280 283 283 278 11:00 11:00 11:00 11:00 12:00 12:00 12:00 12:00 12:00 13:00 13:00 13:00 14:00 16:00 16:00 16:00 16:00 16:00 16:00 16:00 16:00 16:00 16:00 16:00 16:00 16:00 16:00 16	213 240 240 240 242 254 APPIC CF 793 7-96 608 618 846 841	270 277 3 64 3 99 3 13 3 13 5 13 5 13 6 14 6 23 9 9 14 9 23 9 6 1 10 0 6 9 9 0 7	5 % 6 % 6 % 7 0 % 7 0 % 7 0 % 10 % 2 10 % 11 10 % 2 10 % 11 11 10 11 11 17 12 6 %	906 918 305 301 301 804 804	11:22 11:17 12:19 11:17 12:19 11:17 12:19 10:55 11:15 11:16 11:16	1900

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EXPENDITURE PER TRAIN MILE POR VARIOUS COMPANIES.

No SI—Comparison of Expenditure par Train Mile (exclusive of Scientifics of the undermocioned
Note—The expenditure of the Res. which
Group Great Const. Const.

Your.	Cale- decisa.	Central Louise.	Foreate.	Glasgore and South- Western.	Great Control.	Great Enstern	Great Northern	Great Northern of Ireland.	Great North of Scothasi.	Great Workers.	Great Souther and Woster of Irelan
					OENERA	L CHAB	DES.			-	
	4	4	d	d	d.	d	d	d.	d	4	4.
1894	1:20	_	245	1:23	1.66	1.63	3:46	3.47	1:24	1:17	1:28
1997	1:12	-	244	1:19	1:66	146	1:45	1:45	1:31	1:15	197
1898	1:15	-	2-65	1-24	1.05	1.62	147	1:47	1.58	1:16	1:34
1999	1:33		9:77	1:98	1:56	1:52	147	1:55	1:55	1:39	1:20
1900	1 23	-	2-91	1:50	1:45	1:99	1.03	1193	1'40	1:11	1144
1901	155	2:33	3:36	1:10	1:54	147	1:51	1:03	1:41	1:11	1:55
1603	1.98	2.50	3:16	1:84	1:40	1:59	1:57	1:70	1'45	1:11	1:06
1966	1:25	249	295	1.36	1:53	1:39	143	1/73	1:01	1:15	196
1994	1.99	266	5-22	1.45	1:00	1:63	171	1:30	1.55	1:16	176
2905	1:20	278	816	1:57	1.64	170	1.70	1-96	1-53	1:20	171
			R	ATES, TA	XES, AN	D GOVE	INMENT	DUTY.			
1906	1-60	-	2:48	1.49	196	2:65	9:08	*1.94	1:01	2:18	*179
1897	1:58	-	243	1-02	1-97	261	2:01	*1:77	1.98	9:91	*1:93
1896	1:64		9:59	1.66	196	9.68	201	12:00	1:03	2:56	*1:29
1699	1:65	-	279	1-75	1:99	274	198	*9:93	141	2:20	*1:33
1900	174	-	2-22	1:50	1:92	244	2:04	*2:18	146	2:30	*2:19
1901	1 63	2:24	2:55	1.83	1:93	3.99	2:23	*2:16	148	2:58	*8:02
1903	171	464	2-00	1.71	1.94	9-42	945	*2:19	148	242	*1:93
1903	142	5:29	8 96	1:33	1.98	3:59	2 66	*2-40	1 68	2.96	*1:95
1964	1 98	9:00	116	1:85	2'05	2-93	9.73	*2:57	179	3:11	*190
2905	1.95	576	316	176	2:06	5-81	3.63	*9:43	158	3 25	*2.06
			OTE	TER BAII	WAY W	OBKING	EXPEND	TURE.			
2935	1:96	-	9:32	0:29	1:21	9:36	0:00	0-00	1-12	0.48	9149
1897	1.93		9-31	6/89	1:27	0.42	0.46	0.03	1.06	0:54	0:36
1888	143	-	0:30	0:95	1:32	9:07	0.44	0.75	1.06	0.00	9:00
1100	1:50	-	9.87	1:03	1:47	0.74	941	9:64	1:20	0.72	0-49
1900	1.65	-	0.49	974	1:04	0.80	0.72	4*EL	1.20	1.68	9-64
1900	3:99	9-47	100	2-22	3 01	2-44	3:35	1.47	1.25	0.60	0.94
1902	254	0-19	8-60	2-99	\$400	2-02	2:94	1.68	1:43	0.91	0.50
1903 1904	343	0-20 0-23	0.08	3-25	2:85	9.76	2:23	1.93	1.88	1.64	141
1905	278	0:32	1:15	269	2197	240	9:16	1:91	1:38	0.81	1.07
11903	276	P35	944	8.83	294	2-51	2:17	141	1.28	0-55	1:35
						OTAL.					
					T						
1894	28 63	-	38-53	80'47	S1-76	20:44	22/07	99-94	99-11	20-01	29:51
	20 20 27 27 27 27 27 27 27 27 27 27 27 27 27	-	29-03 40-06	97 47 28 00			28-93 31-74	99-94 99-30	23-33 33-45	39-01 39-63	29:51 20:68
1897		=			11-76	3044					
1897 1696 1800	29:75 29:50 31:56		40-06	25 00	81-76 33-07	39·44 30·67	33.74	20-30	33-46	50-63	20 68
1894 1897 1696 1800	29:75 29:50 31:56 34:50	-	43-40 41-06 41-06	29.00 28.97	81-76 89-87 36-39	30-44 30-67 81-97	33:74 33:99	30-30 31-31	33-46 12-34	30-63 33-38	20:48 30:47
1897 1656 1800 1900	29:75 29:50 31:56 34:50 36:59	- - 3169	63-40 63-40 63-40	28.00 28.97 39.68 33.90 21.49	81-76 88-97 36-99 30-61	30-44 30-67 81-97 32-07	31-74 31-99 38-21	50°30 51°51 51°73	23-34 23-34 25-54	50-43 53-38 62-69	20:68 30:47 50:44
1897 1656 1800 1900 1901 1902	29 75 29 90 31 36 34 90 36 39 35 49	- 3169 3566	69-06 41-06 41-00 62-49 62-51 41-00	28 00 28 97 59 68 33 96 21 49 34 13	81-76 88-87 86-99 80-61 87-94	30-44 30-87 81-97 32-07 35-66	33-74 33-99 38-23 34-17	30-30 31-51 31-73 33-75	23-46 23-34 25-54 27-35	50-63 52-38 62-69 54-63	20-68 30-67 50-64 50-65
1997 1899 1890 1900 1901 1902 1903	29-75 29-90 31-96 34-96 36-98 35-48 30-43	- 3149 83-66 33-46	69-06 61-06 61-00 62-60 62-51 61-63 69-71	25 00 25 97 50 65 35 96 25 49 54 13 35 94	81-76 23-67 36-99 30-61 27-34 38-96 38-23 38-41	30-44 30-67 81-97 32-07 35-66 38-98	51-74 51-90 58-21 54-17 58-14	30-30 31-51 31-73 33-76	20-46 20-34 26-64 27-35 27-76	50-63 52-53 62-69 54-63 50-67	20 68 30 47 30 44 53 55 33 59 34 47 34 79
1897 1656 1800 1900 1901 1902	29 75 29 90 31 36 34 90 36 39 35 49	- 3169 3566	69-06 41-06 41-00 62-49 62-51 41-00	28 00 28 97 59 68 33 96 21 49 34 13	81-76 23-67 36-39 30-61 37-34 38-66 38-23	30-44 30-87 81-97 32-97 35-66 38-98 38-73	53-74 53-29 58-23 54-17 56-94 87-12	30°30 31°51 31°73 33°76 33°76 35°30	20-46 22-34 25-54 27-35 27-95 27-96	50-63 52-59 51-63 50-67 55-95	20:58 30:42 50:44 50:55 50:59 34:47

EXPENDITURE PER TRAIN MILE FOR VARIOUS COMPANIES.

Dock, Harbour and Canal expenditure) for the Years from 1895 to 1905,

Lon- enshire and York- shire.	Lordon 601 North- Western	London nini South- Western.	Lorden Brighton and South Coast,	Midland.	Milland Const Western of Ireksed.	North Briaish.	North Ewtern	South- Eastern and Chathan	Tud Valu.	Year.
				GES	ERAL CH	ARGES,				
d.	d.	d.	4.	6.	4	d	4.	6.	d	1
1:31	1-71	1:33	1-18	1:04	142	1:06	1:18	-	216	1294
1:31	1:70	1:34	1:11	1:02	1:45	1.00	1:11	-	9-61	1880
1:20	1199	139	1 00	1.03	1:51	1-11	1106	-	2:96	1886
1:16	1:00	1:34	1.10	1-05	1.09	1:21	1:15	2:94	2:35	1899
191	172	198	1:34	1-00	1:49	1-60	2-14	2-34	249	1600
1:18	1:90	134	198	1100	1145	1.06	194	2:24	318	1901
1.94	191	148	144	1:13	142	1:00	1:29	3-9s 2-9s	240	1903
1:24	1199	145	1:63	1:13	1:48	1-08	141	2-28	9:36 9:34	1903
1:20	190	1.45	1 63	1:16	1-67	1:05	164	224	234	1904 1965
					101	140	104	224	275	1903
			RATES	TAXES,	AND GO	VERNME	NT DUTY			
244	8:96	273	413	1:55	*1:20	1-20	244	-	5-14	1894
9:37	2:21	2:00	4-16	1:94	*1:20	197	2.00	_	4:91	1807
8:33	9:19	274	4199	1:85	*195	1:40	2:00	107	5.98	1591
2:30	2:22	3:87	4.10	1-92	*1:29	1:40	2.55	4-92	5:00	1899
2:95	9:12	2:94	4:15	1.63	*135	1:65	2:60	0:55	1/39	1900
2-79	2:55	3-17	4 158	1-88	*1-51	1:49	216	8/34	546	2900
394	9:33	3:33	691	246	*1.98	1165	3.95	2.48	4-61	1962
5:23	3-05	3-09	5:13	9:93	*1:08	1:54	8:71	5-50	5:56	1905
3:54	3:30 3:31	3-66	5-92	2:29	14	1.73	4:65	5:55	5-93	1994
0.07	378	2.80	416	984	1144	1.75	4103	5102	5-63	2906
			OTHER	RAILWA	Y WORKI	NG EXP	NDITUE	E.ş		
0.00	aire	0:83	1:52	0:35	0.85	0:95	0:95	_	417	1996
955	9-93	0.99	198	0.95	0.90	1-90	0.37	-	120	1880
9-61	940	0.90	170	0.45	0.25	9:90	0.23	_	448	1895
0.04	1:00	1:02	918	0.47	0.34	6:92	0:43	1:17	3.90	1899
0.98	1:21	1:01	2:28	0.42	0:17	1195	0.53	1:50	391	1900
1:90	1.18	1:43	3:09	340	0:19	191	947	1:36	995	1901 (
158	1:09	1.68	2:04	245	0.28	1:03	0.61	1:37	1.76	1903
224	1.13	1:20	148	397	9:61	0.89	0:53	1:08	126	1903
3:96	1.11	1.08	1:50	3 33	9:55	0.00	0:55	1-25	984	2904
216	1:94	1.68	144	3:47	0160	0.94	0.66	1:93	1:20	1935
					TOTAL					
20193	187.43	31-73	35-23	30744	99:59	30-88	35-97		4794	1896
57-11	192.49	33.75	36:10	31-60	27-21	30'45	30-51	- 1	45 50	1897
37-99	128-22	33 16	37.97	38191	28:29	27-25	30:55	- 1	63.43	1899
38194	129-30	36 73	39-92	83-01	29-00	97-96	38:33	40-40	43.97	1899
40-97	117.83	35 53	41 93	84 95	30-68	26-83	40-77	41-08	59:93	1900
64:91	144:20	37-20	49:73	37:47	31-11	39-79	43-41	67:25	42-61	2901
44:12	44-94	37-54	43/28	38:15	33'99	30:05	45-65	45 65	49:13	1902
45.75	46:02	37.95	45-35	39 15	31:65	\$1.98	45-11	43-66	47 60	2903
60'09	47:34	37-03	42'85	39:78	32 00	11 40	49 37	44-59	49:23	1904
60:04	46-33	27-00.	43:50	32-62	33:99	22-20	49-14	45'35	44-94	1905

e with those for precises years owing to a charge made in the mode of treating ; the gross figures ledge now given in all cases. and South Emisere Railway Compense Here have been worked by American James

RAILWAY RETURNS .- 1905.

No. 1.—CAPITAL, &c.

Returns of the authorised States and Loas Courta, of the several Returns Courtains in Security and Markas, Sourcas, and Estracts, and off their Randy-Oriolassay, Phaymanette, and Genalestina Courtas, and Distorting Stock or Fronton Durin, on the State day of Beaucher 1065, supering the state per count of the 30° telephone for the process of the 30° telephone for the process of the 30° telephone for the process of the 30° telephone for t

NOTE—The figures in ristur, as regards the year 1805, or pages 2 to 64 flow the assessed by which the Cupitals of the Bellewy Companish may been nominality increased by the correction, encondition, and division of their Scotes. In certain cases the consolidation has resulted in a nominal devanue, the amounts by which the Cupitals were no decreased being specially noted. The amounts of Cupital pristed in Bourse type include the nominal addition and show the same receiving the rates of divisions tasted applies them. BAILWAY RETURNS -- 1905.

7,000 Worked by the London and Smill 2,673,000 1291,000

denanater and Lyon Roy's Light .

Bapitlahl and Sible Hellingham Light -

Bidsford, Westward Ho I and Apple loss

Binsipped and Firstwood Transport

Blackrool and Prids Links . Blackwool and Gardany Light

Bendleed Corporation (NIG6 Vallor

Breon and Merthyr Tydii Junetica -

Brookenhill Light -

Baker Street and Waterlee -

Balo and Festinia

Efebrer's Chatle.

Worked he the Great Western

1,429,000 5,454,000 201,479

20,000 106,660

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173,000 183,000 750,000

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This time is to the hands of a Bendror, and we return of could

948.600 150,000

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2,043,236 199,000 73,000

3,563,000 1,977,640

003.000

Name changed to "Blackpool and Fylds Light" under Blackpool and Fylds Light Ralivay (Chang

No. 1 .- AMOUNT of CAPITAL, &c., upon the Norm.—The amounts by which the Capitals of the various Companies have been scenerally increased by These spacetic sec, in all owes, include

6,000 2,300

2,550,470 2,007,790 000.000

2,350,000 5,000,000

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458,000 9,097,140 1,641,850

1,248,708 5,000,287

40,000

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166,000 180,060

BAILWAY RETURNS --- 1905

31st December, 1905.—ENGLAND AND WALES. n, enrodishtation, or division of their steeks are given in Stalice below the tetals.

Total seed by Leases

convergen, envelopation, or fivision to the ferrors given in Beenin type. CATETAL HARRO BY LOADS AND DAMESTING STREET

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CAPPLAX

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4516,650

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of Name), Order, 1905.

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To Joins miscoen.

SCHOOLPYSONS TO OTHER COMPANIES.

> To other Hallway Compazies.

* Freiend Convesed O Stack | Seferred Converted Hollandy Stock | Perfor Protessed , party Seferred Street, Sector Served.

* Barney professor shere. + Desprised value of Lord Read

The lim is worked by the Julie Compilier of the "Londo-softwarth-Western and "Sale bed" companies for working the compress and growth line.

DEMAIES.

			RAILWAY	_								_
	No	TH.—The s	naments by s	rbich she C	logianto es		No. 1.—A losa Corego					
		Arre	CONSED CAP	TAL					Pall	our Stoc	E AND	Эпли
					Ontino	y.	Preis	restla	l.	Gun	enateed	
2	AME OF COMPANY.	By Skares and Stock.	By Loans and Debesture Steek	Tetal	Ansent.	Devisional Devisional pain	Amount.	Properties State of State of State of	Ento of Directoral pold.	Arsoner.	Generation Rate of Decident	Dynasical Dynasical
		£	£	£	£	Par rest.	£	Zur cest.	Per cont.	4	the end.	For cont.
gless as	d Duke	Warked by	the London,	Brighton,	roof South	Conit-						
114	nd Rettingdeus Seechers) otric (Transcood)	18,000	7,000	30,000	20,000	201	8,000	4	NII	-	-	-
ntol Corp	possition (in compact of rail- herised under the Brictol , 1897).	~	468,000	169,000	-	-	-		-	-	-	-
ckley .		Undertakt	ng vested is	the *Ge	nt Control	no fro	on the Jaco	anty.	1905, N	noer Asta	, Edw.	VII.
diciph &	Morton	Learnt to	the Louden	and South	Western.							
	Towns to and William			100.000	21,500	6	30,220		3	- 1		-
ny Pas	and Gwendreath Valley -	56,630	140,000	190,630	110,000	-	24,7009	-	-	-	-	-
ry sol I	lim Light	179,000	22,000	332,000	~	-	-			-		
Hingion	Light	100,000	23,103	123,558	-	-	-	-	-	-		-
unhtiso		3,500,410	8,409,854*	6,690,790	(1,422,444	Nis	1,669,676	4	Nil	-		-
					-	1	£39,797	1	Na		-	-
54	Tuest Valley	18,000	8,000 28,550°	49,700	35,171	Nu	-		-	-	-	
Cartist	Van · · · ·	20,000	6,661	25,664	20,000	NA				-	-	
40	Web-lopes & Electric Light	21,000	28,000	49,000	15,063	NII	-		-	-	-	-
	Wrechact and Ellermere .	330,000	74,666	334,066	180,000	31	31,000	4	4	-		
naock C	have and Wolveduzzpten	90,000	26,600	\$30,600	70,500	220	-					
war .		4,993,100	2,59),090	7,353,060	[1,790,000 NO.000	1 4	1,000,000	4	4	-	-	
accept.			2,200,000	1,440,009	990,000		-		1 .	1 -	١.	н.
entral E	nex Light	173,000	18,000	297,000	-	-	-	-		=	-	1
estrel La		5,150,000	876,000	4,126,0no	0.598,398 530,116 530,216		} -			-		
haring C	nos, Easton, and Hampstead	4,335,000	1,449,000	4,798,000	2,798,443	NU	ľ -	-	-	-		
Sarumo	f.Forest	Worked &	y the Louds	a and No.	Western.							
	leated	500,000	197,000			NO.						

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- 3,690,000 1,113,000 4,550,000 1,490,000

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Cudertaking ahandoned under Act 5, Edw.
 517,200 172,000 083,500 204,010

obire Lines Committee .

Cleator and Warkington Janotice.

City and South London -

Clay Cross . .

31st December, 1965.—England and Walks—continued

CAPTUAL	Cappi	DE	ARED BY	LOAD TOOSE	15 AND	PAID-UP DOLUTIONS		Brancari cercia C	T1133 70	
Total	Seaso.		Delecto Steel	124	Total	DERENTO	es Stock.	UNIE C	DOFF EXTRE	
Prid-up Stock stal Hages Cupitul	Annese	Mata of Integer	Ament	Bate of Baterest.	Lourn Red Delecture Stock	Total on Het Danagher, 1965	Total on SIA December, 1945.	To Jules Com- william.	To other Railway Con- panses.	Emiles.
£	£	Dur cent	4	Per	ε	٤	£	8	4	
25,000	7,090	6	-		7,000	35,000	25,000		_	Use not working or 1305.

BAILWAY RETURNS -- 1905

8,000	7,000	6	-		2,000	85,010	25,000		-	Use sat working as 1305.
- ×	199,587		47,022 57,494	25	392,013	993,013	125,625	-	-	/ Line not open for public t t on list Becamber, 1965.
8,476	(80,000 4,343*	4 5	60,000	4	144,945	908,818	100,517			(* Organized value at 1 Output,

\$8,475	80,000 4,345*	4	60,000	4	144,845	908,818	292,517	-		(* Implicated value at Best- charges,
226,7001	- 4	18	-	-	- 1	200.200t	100,7044	707	-	? Nominal doorses of Capital.
-	-		-		-	-	-	-	-	(Railway anaboded leader the Light Railways Art, 1905, 'No regulation tent raised at RailSeconder, 1905, and Exitory and occurrence at that date.
-	-		-		-	-	-	-	-	Selver engloried under the Light Relevers Act, 1902 No copies and been related at End Livership, 1985, and East way not manifested at that date
9,943,194	45,3291	4	\$,849,838	4	9,505,647	6,306,171	6,204,071	~	-	"Exclusive of 27,000, numberland to be mixed by finance of Proce Certification among a unmount, and approximately arrives
149,757	- 1		151,440	ş	151,140	381,100	227,227	-	-	med by Section (9 of the Cus- brian Radways Agt, 100s (Septralised value of Lang Stree-

-	-		-	-	-	- 1	-	-	-	Belway explored under the Light Redways Act, 1902 She upday had been mixed all Stat December, 1958, and East way not manifested at that
5,343,124	45,3291	4	\$,849,838	4	9,565,647	6,306,171	6,204,871	-	-	"Exclusive of SLIMA, authorized to be existed by Found of Proje Cerkinsten and of a namount, and approximate colds.
119,757	-	٠	151,440	į	151,140	381,100	227,227	-	-	sed by Section (S of the Cus- brian Radiency; act, time Maphanies value of Land Sunc-
15,171	11,500 6,000 1,600 8,300	D 40000	-		24,390	29,921	19,511	-	-	/Businey with other trader the Light Endways not, the Acrystabanes of 20, 700 back has gratied by the Treasury, while near also a great in boad the Company of 20.0 from of lefe- ant. These traces are no located by the return. Among antibodied to be ad-

9,943,194	45,3291	٠	8,M9,838	4	9,505,647	6,306,171	6,204,071	-	-	date **Cardedre of 25,568, authorized **Lin mixed by Roard of Prair Certificates and of a monoma, and approximation of the certifica-
128,789	-	1	151,440	ā	151,140	381,300	227,227	-	-	sed by Section (S of the Cum- bries Endowers and, then Suphalized value of Land Sand- charges. (Stational aughorized majors the
15,171	\$1,500 6,000 1,500 8,300	20,200	-		24,399	29,921	18,512	-	-	Light Endware and time Are pitchessed 211/10 bank are granted by the Triesser, who leave take a greet in feed the Company of 500 from of belo- men. There were not after medical by the return.
98,000	1,696	12	8,000	3	4,060	34,666	21,945	-	-	waged to the formany by waters and settledies.
35,955	5,897 5,890 5,973	1000	\$300	4	10,000	30,115	27,289	-	-	Light Subways A.J. 200. The Company but as soliding the Company but as soliding the Company of the Thomason a company seems of all 200, and a

15,	,un	\$1,500 6,000 1,500 5,300	20,000	-		24,190	29,921	29,512	-	-	Louid Endware and their to Acceptations of All Pitt has any gradied by the Treasure, while fever thin a great for head the fever thin a great for head the control of their territories and not are There territories and not lead and it for return.
30	,000	1,696	32	8,000	3	4,060	34,660	23,995	-	-	vanced to the formany by vances look settlection.
15	Loca	5,900 5,900 5,973	1000	\$330	4	11,000	30,115	27,289		-	Light Relevant and 1906. The Company has an editrine received from the Testandy is credited as a fact of the testand in the testand of the testand in the te
297	U909	100*	1	58,000	4	51,099	516,000	298,060	-		the time is just at the rate of 21 percent perfection. Occasional Value Land Nage
20	,000	4,600	e	- 1		0,888	71,306	77,868	-	-	Charges - Tandedon 2000000 on white
2,490	(300	-	-	1,532,300	3	1,580,900	4,819,800	4,023,309	-	-	Menteral this not recover used jet January, 1996.

98,000	1,696	11	8,000	3	4,060	34,660	23,965	-	-	vanced to the foregoing by various \$1000 settlections.
15,055	5,927 5,990 5,973 1907	2000	2,700	4	10,000	30,115	27,289		-	Edgis Roberts Salt, 1996. The Golstey bar in edition received their the Treasury & copins see at \$17,500, and a copins see at \$17,500, and a
293,909	- 100*	:	58,000	4	55,099	516,000	259,060	-		the ties is field at the rate of 24 percent perfection. One infinite Valued Land Start
20,000	4,600	¢	- 1		6,888	71,306	77,358	-	-	Charges Charge age white
2,400,000	-	-	1,532,300	3	1,580,300	4,939,300	4,023,309	-	-	Bradeni did no secon undi jet Jengary, 200. Frederick Delicater Stock.
	- 1		383,547	8	292,225	252,237	263,062	-	-	challers estherhol under the
- 1			-		-	-	- 1	-	-	No captal had been mand at

293,000	200*	:	58,000	4	51,099	288,000	297,060	-	-	Stein of AR-700. Steinbert on the tens is find at the spin of 2) per cond profession Charleston Volume Lord Knati
23,000	4.500	·	- 1		0,658	77,356	77,353	_	-	
2,400,000	-	-	1,582,300	3	1,583,300	4,919,900	4,023,300	-	-	Tankeding 201,000 or which divided that not recovered to January, 200. Frances Ordinary Street, Street Preferred conjugg
	- 1		382,147		292,225	255,237	263,062	-	-	challers esthudad under the
- 1	-		-		- 1	- 1	-	-	-	light findway Act, 100. No captor had been mand at 150 December, 200, and 242 December, 200 and 242 December at
3,000,000	-		871,530	4	871,636	3,811,896	3,872,581	-	-	* Dadrette Crelinary Stack. † Professel Crelinary Stack. † District Crelinary Stack.

2,400,000	-	-	1,532,300	3	1,580,900	4,919,300	4,023,300	-	-	Bristeal Sid and second until jet January, 1996. January Ordinary Study. Science Professory oneglings
	-		383,133	8	292,225	255,237	287,007	-	-	(Ballett esthorted under the
- 1	-		-		-	-	-	-	-	No captul had been mined at 20st December, 2004, and Radway not constructed at
3,000,000	-		871,530	4	871,636	3,811,896	3,872,581	-	-	* Districted Ordinary Stock. † Professed Ordinary Stock Listowed Ordinary Stock.
2,702,449	-		-	-	-	9,789,443	1,814,508		-	Sieu and open for politic tasific on film Secondar, 1437,

		974,000	4 871,636	8,821,896	3,872,586	-	-	* Districted Ordinary Nearly † Professol Deditory Gook Debries Codinary Stock
- 1	1	-		9,783,443	1,819,308	-	-	Dies and open for public tentle on film Recomber, 1401.
		97,122 47,190 90,081	4 144,760 6	919,730	309,605	-	-	Incommental to the Charles
		1,540 S 3,000 6	1,540 5 37,122 2,000 6 47,750 2,000 6 47,750	1,540 5 37,192 4 144,760 2,000 6 47,750 5	2703,463 1.500 S 27,722 4 144,760 200,700 7,700 6 47,763 5		2.780,463 7,743,007 - 2.560 6 77,722 4 144,765 299,709 304,409 - 2.560 6 77,703 6	

41100,883	-			II.	-	T.LEMARY.	1,0 1,000		on 8 (in Secondary 1967)
60,510	1,540 2,500	5	37,122 47,150	4	144,793	919,739	300,005	-	
Compagner					Batracas of	Share Coorpe	ties.		Exceptional by The Charles Links Act, DRY

\$61,547 4 041,047 \$,615,072 2,605,072 126,400 590,110 592,239

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Lound to the West Verthern

\$285,000 9,079,000 5,684,000

" and "South Eastern

Nil.

Didgor, Newbury, and Southingston.

Ecohem, Robbills and Streetwell

Torrantez, 193,459

Dover and Deal Corontree .

Dowletin Extension Engineerable

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Strationi open-Avon, and Midland Junction

East and West Variables Pates

947,760 555,990 1,663,690 305,630 NR 838,540 5 NR

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	in the figur						-				
-	CAPITAL	CAPT	Dus	ANNU NY I SETURN BY	OOE.	NAB	PAID UP ENCLUDING DUBBINTU		STREET,	TRUSS TO OMPANIES.	
	Total Palf-up Stock toril Share Capital.	Louis Auster.	Sate of Jaterest.	Debence Stock		Tetal nited by Louis and Debetture Stock	Tetal on Slat December, 2003.	Feest on 32st Dresenber, 2204	To John Cam- Cam- miktous.	To other Rafray Con- putses.	REMARKS
1	£	4	Tur		Per	A			1		(Outers and notes and notes as
	294	-	-	-	-	-	984	225	-	-	Stadesty emphodesh under the Light Salverya Ltz. 1005. The Line had not been non- microted at Hall Decomber 1939.
	332,479	-	-	90,132	٠	99,122	422,611	422,611		-	
	86,790	3307 1,837	1	987,265 61,813	Nil 3	421,550	518,570	833,679	-	-	Capitalises reduced Lond Error- charges.
	18,000	-	-	3,009	4	5,000	15.990	11,000	-	-	(Bulley subsched under the light Bellings Ad, 190
	15,000	-	-	5,900	5	8,000	25,000	30,640	-	-	
	Ballysy O	oczystaics ;	in t	logital in ta	clode	dis the Be	tama of thos	- Coupeale			Different particular states than the
	-	-	-	-	-	-	-	-	-	-	Different apparent under the Light Statistics and L
	-	-		-	-	-	-	-	-	-	Eight Bellverys act, next. No. occident had been status as Mail becomes, next, and Eadway
	322,000	-		75,090	4	75,000	417,000	230,000	-	-	Minima and heard that the
	-	-		-	-	-	-	-	-	-	Helway regimend unfas the light Endruge Act, 1985, to be constructed and elected by a Joint Chemistree of the Familia and Edward Countries and Edward Security and Edward Security and Edward and Edward and Edward and Edward and Edward and Edward and Edward and Edwa
	-	-			-	-	-	-	-	-	Hellway rechorded under the Light Experience of two (50 outplat had been raised as that Becomber, the, and Early way not recontracted at that date
	945,009	184,1/11 184,850 1,520	4.0.4	46,763 165,000	1 2	335,165	1,099,895	1,216,856	-	-	Elan worket by the "Count Workers" and the "Lipeton of Sorth Wenters" Computers
	Harlway C	cerpuides ;	the	Depend to u	lebe	nd in the B	obvine of the	na Casapeni	ė.		
	There kend	erpensia (de la constitución de la constit	ier the or	here	s, which so	not open t	or public tro	4.		
	18,000	2,000	4	-	-	3,000	15,009	15,000	-	-	
	800,000 (K),000	30,000	0	389,765 861,765 361,666	5 4	\$1,000 \$1,000	508,668 193,066	AU,60	-	=	The Entry of the of Competitive whether to a ficine Committee of the "Rest and Fred June Competition" and "Meether Sprope Area, Therenare and Middle of June Competition," and "Competition," or the Competition of Competition, and Competition of Competition, and
	171,310	-	-	200,000	4	209,000	853,820	311,000	-	168,000	Jenestin Companie.
	947,483	4,800	4	06,541 11,000	31	140,663	161,773	ANIANA	-	-	
	3,540,709	-	-	250,000 171,200 9,196,546	35	2,343,666	6,790,565	5,794,712	-	-	Light Fast in Second to the "Great Latter," "London, Brighton and Latter," "London, Brighton and Latter, "Second Carthaugued Lover," "Missouries Latter, "Second Carthaugued Latter, "Second Carthaugued Latter," Second Carthaugued Latter, and in which by Allert Carthaugued of Second Carthaugued of Second Carthaugued of Second Carthaugued
	231,200	-		125,500 \$07,801	4	\$23,000	2,823,290	1,222,100	-	-	Eafway Companies, and in worked by a Point Committee of Stone Companies.
	49,637	~	-	74,000	4	73,000	139,667	350,647	-	-	Line worked jointly by the "Occal Wassen" and "Log- don and South Wassen," Companies.
	-	-	-	-	-		-			-	Safesy authorized under the Light Fallwapt Aut, 1996. No sy pian list feet them the 45 th Boscoher, 1996, and Jackbung on consequent at that date.

Korn.—The amounts by wisich the Capitals of the various Compagies have been assessably increased by AUTHORISCS CAPITAL.

RAILWAY RETURNS.—1905.

and Stock.	Debentare Block	Tetal.	Азауши.	Eath of Divisional paid.	Amount	Notice of Street, or other Persons.	Rate of Divisional raid.	Amorat.	Bate of Dividend.	Bate of Dividual
 20,000	£ 198,800	£ 480,000	£ 11,334	Pur cent N/I	-	Ber cost.	Inc.		Per cent.	Per ores.
36,000 (Fooked &	12,000 the Best no	48,000 of West J	-	- Street	-	- True. 7	-	- and Mis	- (md. f)	-

120-000

34,906

2,300,550

No. 1.-AMOUNT of CAPITAL, &c., upon the

PAID OF STOCK AND SHARE

264,626

Bernheim, Redditch, and Street for Area Jacobian	d-sy	gs-	Worked by the Bast and We.	ı J
Eccter			Worked by the Greet Wester	w.
Exposith Dooles and Hallway			60,000 64,000 100,	000
Felicatews Dock and Bullway		٠	180,000 80,000 200,	000
Pertinise*			175,180 44,000 220	135

NAME OF COMPANY

Probester, Yousseth, and Norset -

Gentaur and Keet End

Glyn Valley Transvoy -Germelds Jameston and Portreader

Edgware and Hosepstead . Essington and Ashrony Light

Worked to the Great Western.

8,571,875 9,429,480 8,000,564

33,000 129,000 66,000 19.00 16,016

This line is not working and no

200,000 950,000

Worked by the Job of Plight Contract

31st December 1905.—ENGLAND AND WALKS-configured conversion, erecollication, or division of their stocks are given in italies below the totals. in the farares given in Roman type. CAPITAL HARRID BY LOANS AND DESCRIPTION STREET, PAID-UP CAPITAL INCLUDING LOANS & DESENTURE SPOCK. CAPSTAL Louza Total Total Pald-up tock and Share Total on Sist December. Zo other Hallway Com-RESEATION. To Joint mittees 11,304 11,334 22,034 40.000 40,000 100 000 120,000 150,000 129,150 155,250 1,888,909 J.ERRANG 1,888,900 84,000 84,900 34,300 3 2,294,123 7.817.996 7,740,966 5.991.825 2,291,123 645,655 1,044,557 2,044,017 477,575 665,685 12,500 72.430 19,600 15,000 value of Lond 8,6790 8,875 Joseph To man 2.00 6,443,236 46,670,422 45,647,580 7,622,534 771,6.0 Trained Orders Stock 44,450 93.235.043 478.215 478,085 *Cupication! value of 173,450 189,091 613,531 434,560 15,63

10

SEAS	AND	to Store	PASS					PITAL.	center Ca	AUTE		
L	nates)	Gua	L	ceetia.	Prefe	7.	Orčian				NAME OF COMPANY	
British	State of Diridend.	Amorat.	Date of Dovisional prost	Preferential School Dodderd	Amount.	Rate of Deviced pain	Авчині.	Total.	By Loans and Debustance Stock	By Shares and Stook.	NAME OF COMPASY.	
Tor	Por cent.		For cent.	Fer cost.	- 4	Per treat	- 6	- 8	£	4		_
-	-	-	-	-	-		-"	2,000,000	-	2,000,000	Ornizal and Midland Joint Com-	Great Co
Lehtor	hazı, i	" and " Ok	nchem	d Alte	anctice, sa	oath J	casherier, I	by the "M	Control (to	See return by this	Sentral and North Western Joint mixton.	Great Co Cocum
1	4 5	5,444,607 650,000	3½ 4	3è	2,865,000 \$1,895,798	36	15,302,896					
								14,958,694	18,348,215	31,909,221		Great E
4	- 4	2,604,300	4	4	650,501	-					1	2846
-	-	-	45	49	250,055	41	2,229,565*	8,444,190	845,000	2,587,190	London sed Blarkwall	Leaned to the Great Eastern
-	-	-	4 6	5 4 6	6,113,500 06,233,300 575,000	4,2000	00,567,247 7,811,694 5,165,656 1,256,680	64,373,894	36,600,773	17,429,330	Northern	
-	1 -	-			1,868,882		2,085,744					
-	-	-	1 -	-			680,000	600,000		600,000	East Dissolvables	
-	1	- 1	-	-	-	13	48,000	61,620	17,699	48,000	Hernzahle	8
١.		-	-		~	MI	93,953	225,000	54,000	144,000	Leath and Bac Coast	86
١.		-	١.		-	NE	50,000	80,000	33,090	70,000	Musualt Hill and Palace	11
	-		-	-	-	425	1,004,000	1,273,000	963,000	1,614,600	Notingbass and Grantham Hallway and Gand	Lound to or wirefood by Groud Neithern.
	-	-	-			23	200,000	329,518	79,645	250,000	Nattingham Seherban	-
-	1	-	3	5	3,000	NG S	11,000 84,000	186,000	46,000	340,000	Standard and Eccentres - See e'es the "Midlard and Great Northern Hallways Jount Committee."	-

23,203,364 02 11,603,429

35,340 NO 72,000

485,727

25,003,692 6

Great Neuthern, Pionellly, S Browyson 5,635,000 1,811,600 7,286,000 3,041,310 Nij

120,740 51,300

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Great North of England, Charges, and Earthspeed James as.

Bala and Festission

Great Western

		-	V-1							
31st Dec	ember 190	5	ESSLAND	AN	WALES-	-continued.				
convention,	ocaseljitsti es given in	on, o Bou	r dividas o	č dki	dretoriu, e	ee giron is i	Xuliu below	khn sotulic		
CAPITAL.	Cartt	u. s	ARED BY	LOAT	S AND	PAND UI	CAPITAL,	STRONG	TIONS TO	[
Total	Lones.	_	Belonta Block	n	Total	DESERT	SE STORE	OTHER C	INFANCES.	
Paid-up Stock seel Share Coyleal	Arsoust.	Bode of	Associat.	Esle of	raised by Loom and Orbestane Stock	Total on 31st December, 1905.	Total on \$1st December, 1955	To Joint Cons- melloon.	To other Balluny Con- pages.	ROMANO.
- 6		PW	2	-		1 2	- 2	7	-	No portion of the well-order ingo
-	-	-	-		-	-	-	-	-	No profiles of the authorized ag- line has pre-born intend. The necessary femile have been provided by the signal control and Millmad Sadway Con- paction, and not include 1 to the
ander-Lys	e, sed Gel	to E	ciógo June	tion	Ballesy	Companies,	wkeer wade	falkings as	wszagod	parties, and sor becleful to the extense of those Companion.
(44,146,921	80,100	5	17,888,884 6,000 3,550 99,680	4 2 2 4	35,017,696	14,201,707	54,279,120	3,743,771	585,000	
2,607,755	- 1		935,008	4	315,505	0,578,737	2,572,524	-	-	
2,179,989	-:	-	F94,000*	41	814,000	3,250,930	2,893,800		-	"The Conyagy bold 7,000, of the own Codinary Stock, and Louis of its use Beleaters Hark.
13,894,971	33,3432	5	14,009,513	2	14,960,738	54,885,239	25,107,669	2,814,692	416,0909	Clebrard Ownerled Ordinary
				П						Stock, Napolatinal value of Lond Eigo-charges, State-charges, State-charges, to Relivary and
2,430,510	-	-,	3,564,135	3	2,046,125	8,668,697	RANLETS	- "	-	otter Corpules.
600,000	~		-	-	-	600,000	600,500	-	-	*Surposing Towns (196,006) associated by the Goral Northern Railway Compress. *Contradict valve of Earl Rom
45,000	1,630*	24 4	-		17,600	65,680	65,600	-	-	Yorkers Railway Compress. *Cauthaliand value of Earl Room ethings:
95,975	-		49,000 99,071	4 5	79,873	168,646	266,050	-	-	
79,000	-	-	16,000	6	19,000	80,000	85,600	-	-	
1,004,000	-,	ŀ		-	-	1,014,000	1,011,000	-	- 1	
200,000	-		-		-	250,000	250,000	-	- 1	
143,000	11,500	3	- 1	-	11,800	151,890	189,500	-	-	Projected Ordinary Stock. (Sebrook Settmay Stock.
1,550,000	14,800		504,216		819,006	2,079,000	2,064,711	-		sell. per aureur in the Professell Stellansy Maris, and at the faile of 3 for our age of the faile of 3 for our age of the faile of 3 for our age of the faile of
3,457,970	-		-	-	-	2,457,600	8,688,880	-	-	the not gen by posts talks on the Township 100. The distinct on the posts of control of the Agreement for London.
20,688,555	250 20,738	4	1,034,651	24	80,186,771	95,804,805	92,569,697	-	9,310,945+	

242,002 288,000 555,500 77,903 274,390 272,520 196,580 99,000 340,000 37,140 64,250 112,500

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183,

	Avra	onnen Car	WEAT.					FAID !	r Stock .	WD SI	nu:k
NAME OF COMPANY				Oritza	ry.	Paris	orestis.		Grav	hand	L
MANE OF COMPANY.	By Shores and Stock.	By Loans and Debesture Stock.	Total.	Associat.	Divisional Divisional	Amoust.	Extended Extended Christman	Natio of Divisional para	Amount.	State of Dyradical	Eate of Divident
Sront Western-cost.	£	4	£	£	Par	£	Ter	Ter cept.	4	Tur cost.	Per
West Consent	945,010	-	P45,460	~	-	-		-	609,693 65,500	44	43 8
West Summer	154,000	43,330	197,530	67,796	20	75,063	٠	4	-	-	-
Set also "Birkenband," Eastern and Chreck Hope, "Balte- cover," Becommends and City, "Spreadury and Sec- ton," Spreadury for Sec- ton," Sankary, "Vision Barlin and Philos," West London" and Weymouth and Ferthand."											
Great Western and Great Control Joint Committee	Coptial p	roridad by t	he "Great"	Verteen" n	nd "Ge	nuk Central	200	way Co	crossies.	1	
Grinsby and Saltfeetby Light	90,000	\$6,000	220,000	~	-	-	-	-	-	-	-
Gete Geford, Bushes, and Bakeredt .	2/8,000	72,000	200,000	~	-	-		-	_		١.
Gwenlmeth Valleys	170,006	56,000	225,000	100,000	N/A	١ ـ	١.	1 -	_	1	1

Learns to the "London, Brighten, and Senth Court."

60,000

\$400,000 4,025,95 2,022,945 1,000,000

84,000

Harrew and Untridee thattings Harbour District

Hoping Britorys -Helmfeld and Seuthewren Liebs

Hall and Decoler.

Seath Yorkshire Humber Commercial Bullway and Dock. 1,200,000

12

31st December 1905.—ESGLAND AND WALES-conferred.

APTEAL	CAPITA	L Es Disco	ASSTORY I OVYUER BO	OCE.	AND	PAID-UT DECEMBER I DECEMBER I		Streeter organ Co	TROPE TO	
Total	Loans		Debeutz Stock		Total	Darento	KE STUCK.			
Paid-up took szal Skore Capital	Amount.	Este of Interest.	Aranezi.	24	Inches by Inches and Debenture Stock	Total on Shat December, 1995.	Total on 23st Danmaker, 1904	To Jeins Com- missoon.	To other Railway Cum- panion	Bioteans.
£	£	Per cont.	£	Per over.	£	£	£	£	-	
694,993	~		-	-	-	KP4,993	804,983	~	-	
149,800	-	-	43,000	٠	40,000	180,850	207,679	~	-	
_	_		_		_	_	_	-		Entjuny authorismi under Entjuny Authorism Aut
_	-	-	-	-	-	-	-	-	-	Busines, wit, and Sallway enterprise at the Car.
200,000	23,500	5		-	39,366	153,500	133,800	-	-	-
186,000	-	-	62,000	8	62,000	\$65,000	242,000		-	The little in worked jointly by "'Omak Warteys" and "'h land' Companie.
Ballway 1	ompanies	tke	Capital is	nebod	ed in the	Betreen of th	lose Osmpaz	dan.		
\$34,000	21,000	4	-	-	23,000	\$55,000	551,700	-	- 1	The line is worked jointly by "direct Western" and " Me petiting " Georgenies.
~	-	-	-		-	-	444,568	-	-	
-	-	-	-	-	-	-	178	-	-	
~	-	-	-	-	-	-	-	-	-	Nacional authorized under Lights Sactowaye Act, 1984. No capital had been reduced the miles, 1994, and Test not recommended at that day
-	-	-	-	-	-	-	-	-	-	Railway authorized under Light Railways Job. 1996. Un registed had been without an Boomber, 1900, and Railway unabrupped at their date.
6,000,000	40,000	1.	1,578,942	3 4	2,618,96	7,664,647	7,018,840	-	-	Capitalised value of Look I charge. (Sperios) and 1 per cent depot additional librari.
500,000	670		-	-	62	210,622	219,881	-	-	
299,985		1		1.	1	200,595	1 -	l -	-	Class and open for public treffs fort Decimber, 1865

415.250

300,000

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\$3,170,592 \$1,000,000 Ta.550,00

Nora.	The smoont	s by which	the Copit	als of the various	Dozgezdes have been s	remissily increased by re, in all cases, included
	Aum	STREET, CA	PERAL.		OF STOCK AND BUARS	
NAME OF COMPANY.	By Shares	By Leans	Total	Orlinery.	Preferential.	Gouvanteed.

By Sharm and Stock	By Learn and Debutings Stock.	Tob

189,700

115,640 52,281

365,990

63,000 20,333 selectaking vested in the "Great Wastern" as from 1st July, 1905, under Act 5, Edw. (18,603,645

1,968,969

591,660 S,694,600 1,225,000 Nil

499,900

80,460

RAILWAY BETURNS -- 1905.

80

89 42,000 NII NII NII NII

84,002 35,850

49.750

6,700,465

684,174

No. 1 .- AMOUNT of CAPITAL, &c., upon the

N

King's Lynn Books and Bailtony -Krett End

Ivle of Wight -

Isle of Wight Centrel

Kent and East Smoon Light

Lucrashire and Yorkshire

Learnables; Deckenhips & East Coast - 1,925,000

Renderen Saturalen

31st Donomber 1905.—Rivetano AND Wales—confined. conversion, conclibation, or divides of their stocks are given in staller below the totals. in the figures given in Benna type,

CAPITAL.	CAPIT	DEE	ARED BY ESTURE ST	LOUN	PYRD	Paro-Un monosco Denoceso	Carrent Louis and	STREET	TION TO	
Total Past-up Stock med State Capital	Lines	Rate of Interest.	Debenta Stook	- Te 10	Petal raised by Learn and Debenture	Total on libs December, 1995.	Fetal as 25st December, 1994.	To Joint Con-	To other Hallway Com-	REMARKS
Copum		Inte		Pater	Stock.	1000	1204.		pietes.	
£	1	Per cont		Per sect.	£	F	6	E	4	
438,819	6,6561	5	194,000	4	200,006	668,986	627,032	-	-	"Payferred Council a Gedina Block, (Debried Council a Gedina
150,500	-		37,000	å	87,000	289,993	339,663	-	-	Magicalized Velen of Lend lie disarges.
223,145	7,995*	8	114,655 125,660 76,660	3 4	311,750	661,985	450,045		-	("Chapterland Value of Le East chapter.
134,911	-		20,660 71,877	31	94,897	135,438	235,468	-	-	*The Company is also suct me to yoke the ways of 10,806, an lama of Evicence Head an lama of Evicence Head
187000	21,000 6,600	14	14,400	4	93,000	160,000	200,000	-	-	(*Ordinary Shares, Gludered Mares, [Indigred Mares.
09,702		M	19,000	4	19,000	79,702		-	-	
100,850	-	l.	1		-	100,850	266,637	-	104	
351,699	esh.	r	149,000	49	119,000	460,000	460,089	-	-	
49,750			-	-	-	45,750	40,710	-	-	
20,810	-		-	-	-	90,810	00,820	-	-	(Line not open for pot traffic on that December, 1)
							173,551			
16,001,003	21,000 10,200 303 360,000†	3443	10,914,977	8	ka,560,977	64,900,000	07,005,834	7,800	200,660	*Minimum Rain. Pligitation value of Xand Rain sharps.
7,500,004	-		4,180,004	,	4,592,064	11,472,788	11,673,000	-	-	. The feet has the distribution
199,744	-	-	-	-	- 1	280,744	198,741	-	-	"Dedex Act to At \$1. Vac. a the Fire was rested to Laccould's and Yurkal Coppeny as four the July 20%, sudden to promein the thorp creating amountly for 22 ju
89(118			577,766	erae	837,298	1,965,903	1,063,650	-	-	"Buden six to & 21 Yeb, o, the the was symbly by Lancesters and Yorks the Jab 2010, and the six the Jab 2010, and the Ja
				l.	984 199	0.706.189	0 199 450			

144,896 4

No. 1.-AMOUNT of CAPETAL, &c., 11500 the

16

Lock and Manifold Falley Light .

Grighton Bezzard and Hitchia Light	120,000	60,000	150,000	_		_		_	_		١.
Listeard and Carples	Worked 2	y the Liebe	rri eni Lo	Mr.							
Linkourd and Lose	74,000	30,000	104,000	26,000	Kil	45,621	5	Nu	-		١.
Takkorel and Caradon	213,895	25,300	265,925	20,035	89	7,000	8	Nu		-	-
Liverpool Oresheul	684,000	294,500	908,500	500,000	80	154,918					١.
Liverpook St. Helson, and South Lance-	550,000	270,000	899,000	188,500	Nii	40,000	١.	NU	190,000		84

. Worked by the Narth Staffords

Lisselly and Myardd Many-Lunden and Geometric . and Chathan Belleny Con-

by the London	Charmond	Forest		159,090	55,000	\$15,000	359,000	Nu	-	-		-	
A North W	Earborne			101,000	83,000	185,000	55,990	Nu	_	-	_	_	

394,007

London	Clearwood Ferest		159,000	55,000	217,000	159,000	Nu	-	-	-	_	
the Western												

y the London	Charresood Ferent				159,000	55,000	\$15,000	119,000	Nu	-		-	-		-	
--------------	-------------------	--	--	--	---------	--------	----------	---------	----	---	--	---	---	--	---	--

by convenion, consolidation, or division of their stactor are given in static below the totals, in the figures given in Social type. CAPITAL RABBID BY LOADS AND DESENTUES STOCK. CAPTEAU Total Paid-up Stock and Share Total Indicated by Lourse and Total on 22st Foother : Eastway Com-BEHANES. To Joint Con-Z 6,540 9,340 2,004 99.660 29,980 27,550 69,651 24,000 56,850 14,000 44,825 654,919 206,500 235,897 851,412 279,936 200,000 270,000 549,950 549,955 59,695 45,000 45 000 Mysts "Capathland value of charges. "Negrated delenques. 83,654,270 169.508° 6 39,006,314 \$ 39,171,122 200,000,003 1,603,103 908,590 610,181 9,384,925 18,078,000 18,674,835 8,084,880 259,600 0 ng taiped value of Lord Doob charities. 116,370 216,270 88,990

o .

		Dr Leaze		Ordinary	Frei	ecentlal.	Genrapie			
NAME OF COMPANY	By Shares and Steck.	neri Debenture Stock.	Total.	Amount Spirit	Amount	Perfected by State of	Amount.			

Astronomero Capress.

BAILWAY BETURNS .- 1905.

85,000 50,000 95,000 150,000

> 156,000 60,000 200,000

855,000 284,000 1,122,000 360,000 300,000 41 44 54,000

549,000 153,667 513,665 543,000 33

73,000 34,000 106,000

London and South-Western .

Laupperton Superate Challel

Sidmonth Waterles and City

docn. North Corpresil -

/ Arminster and Lyers Begin Light Buildigh Salterton .

Habert

certon and Delahole service Cupital dendes Separate Capital 197,000

Barlery and Market 15,000 4,600

Padatow Sessonto Contal -15,000

greenth, Decoport, and South-

ofer Easter and Church Rope," "West London Enterviors, month and Portland."

London, Brighton, and South Coast

Leaved to opnorhed | Brighton and

Secoles "Victoria Station and Phylice" and "West London Extension" Landon, Chatham, and Docor

London Cooperation (Foreign Market, Dentiford, Bailway

London, Tilbery, and Scotherd -

Long Melbod and Sadioirà Liebt

Maldatons & Swendam Jugation Dight.

Magcharter & Liverpool Electric Express 9,100,000

Local's and East Coast -

Lynton and Barnstople -

Married Connector

Manchester and Million

Lyndhunt Links .

Haring Rallynon

20,000 165,000 20,000 10,000 55,000 93,000 02,000

22,000

- 20,737,000 T,637,004 30,954,034

21,900

55,000 35,000 1.903.050

Lensed to the "Great Northern.

700,690 8.803,000

3,967,400 1,336,000 5.503.450

95/000 \$3,000 196,000

15,000 8,000 22,000

15,000 52,100 118,396 \$4,904 NII

\$70,300 994,300

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The line is the joint poor

B.502.100* 143,000 200,000

55,000 \$2,500

U.S.17.653 55,000 63,000 75,000 1 49,000

> 12400 1,000

NU

33

Ni 65,900

Worked by the " South Rostons and Chathern Enthony Connection

125,000

\$25,000 NO 190,900

4,271,130

955,547

35,000 54

333,537

312.090

35,000

444

and New

NOTE.-The emerate by which the Copitals of the vertons Companies have been receivably increased by

No. 1 .- AMOUNT OF CAPITAL, &c., upon the

PAID OF STOCK AND SHARE

767.660

245,022

108,000

14.349,500 20,421,300

14,000 94,000 55,550

62,000 15 62,000

3,000 63,000 61,600

SIR December, 1903.—ENGLAND AND WALES—continued.

oneversion, consolidation, or division of their stocks are given in útslice below the totals, in the fagures given in útslice below the totals, in the fagures given in fundamental in the fagures given.

CANYAL. CAPTAL ALRIED BY JAMPS AND PRINTER CAPTAL SOUTHER STOCKS.

DETERMINED STOCKS.

Stock Total

2,892,800 S 6,602,000 14,000 4 14,000

50,000 4 50,000 250,000 202,000

Total Puld-up Steek and Share

14,071,589

6.004.204

60,000 5,000

150,000

SUBSCRIPTIONS TO OTHER COMPANIES.

> Railway Couputdes.

To Joint Com-

40,700,000 1,976,880 680,188 Thousand Stack. Observed Ordinary (District Converted Ordinary Stock.)
(Observed Converted Ordinary Stock.)

BAILWAY RETURNS -- 1905.

1.9

REMARKS.

Enthusy authorized under the Easte Sallware Act, 1900

150,000 50,000 \$9,000 200,000 200,000 87,560 \$2,000 87,500 714,560 220,000 220,000 954,500 554,550 14,400 87 8,000 18,600 25,600 FB 250 99,600 92,000 61.550 27 550 540,000 66,990 000,000 000,000

243,000 249,000

21,369,395	13,0075	5	1,005,209 5,063,470	4	6,621,716	97,991,111	,,,,,	-	-	percept insulments of these. [Preferred Stock, Deferred Hook, Capitaland value of Land East theory.
201,000	-	-	-	~	-	861,826 (167,535	- 1		(Strainal reduction of Copital)
64,895	-	-	24,999 400	4 5	24,450	89,345	89,545	-		"Stollnery Elseva. eProfessed Half shares. (Deferred Half Shares.
63,129	-		22,990	41	21,900	89,099	82,660	-	-	
-	35,000		**		35,000	50,000	85,000	-	_	{"Tarping rains, vis., \$ per ems., store the fact, man.
0,030,380	-		1,000,930	4	1,006,990	4,537,998	4,684,800	674,490	-	
450	-	-	15,000	ě	15,600	25,669	15,450	- 1	-	(Referr extended under the
	-		-		-	-	-		-	Sh capital had been mised at the lecember, 200, and gal- way and constructed at that
1 -	-	-	-	-	-	=	- 1	-	-	Billions authorized states the light Ballowys Act, 1896. Se confine had been printed at first December, 596, and red way not constructed at that
. 84,968	97,300	4	-	l.	43,200	125,168	105,353	-	-	- 4111
the Capital	15,000 In Include	#	he Return	of t	bose Cong	exter.				Exilinar authorised under the
~	-	-	-	-	-	-	-	-		So Capital had been raised at man Doorneer, 1006, and and- may not operfurted at that date.
-	-	-	-	-	-	-	-	-	-	No capital had been refered an Else Bereinter, 1970, and mil- may not constructed on that dute.
413,950	174,730 38,683	6	1 -	-	223,672	197,993	727,002	-	-	* Constation Chine of Land Restances

Southampton Library Diotisation Unit

Nora	The smoon	te by while	h the Capi	tals of the		No. 1.—A Companie	s bar	. been		trene.	
	Arra	CRISED CA	PITAL.					PAR	-Ur Stoti	C AND	80.00
	_			Ordina	ŋ.	Prefe	reetis	L.	Gas	natool	
NAME OF COMPANY.	By Sharm and Stock	By Loans and Debeuture Stock.	Total.	Amount.	Este of Divident	Anoret	Probustial Extent Extend	Designad Designad	Amorri.	Searcasteed Eate of Dindent	Rate of Divisional
	£	£		4	Per out.	£	Per cent.	ensi.	£	Per cond.	Per cent.
Manchester fibly Canal and Halfway -	8,963,493	9,513,600	LIS, 683, 978	8,892,648	Nu	(3,900,041 (951,486	34 81	wn}	-	-	-
Manchester South Junction and Abstractage.	-	216,666	214,600	-	-	-	-	-	-	-	-
Marypert and Carlisle	777,800	110,900	888,200	775,800	40	-	-		2,000	4"	q
Manyport Harbury Company	606,860	200,000	800,800	-	-	-	-	-	-	-	-
Movidey	21,600	8,408	19,461	21,000	жи	-	-	-	-	-	
Merey · · · · · · ·	5,530,600	1,898,360	5,481,850	(1,412,008 017,044	Nii Nii	648,107	;	No Nu	-	-	-
Settley Ballway Joint Committee	The line	is the join	yooperty o	if the "Gree	d Nort	bern," a Lar	reachta	tos e	i Yarkahire,"	ned =	North
Metropelitus: Ballway Copical				5,729,043	22	5,972,641*		88	_	-	_

355,000 Lines owned by the "Metropolitan" and "Met opolitan Dictrict" Reflyens

000,000 200,000 800,000 235,000 225,000

63,000 93,660 34,000 NI 2,116,600 3 876,836

29 17,044,790 51,

29 7,688,199

158,900

Strokes Lands Copius 5

See plot * Homesmonth and City. *

RATLWAY RETURNS -- 1905.

31st December, 1905.-Excused and Wales-ordinard convenion, occasionation, or division of their stocks are given in invite below the totals, in the injures given in Bourse type, 21

916.680 777,990 1.2001 107 655 106,893 894,695 880,005

39 7,654,126 16,000,043 15.663.440

1" Minimum Rate: Cardinalised value of Land Rectiche No capital had been mixed at fine Fondancies, 1005, and relievely and constructed at the late. 21,690 4,745 4,745 25.745 85.746 2,041,570 2,488,007 3 550 307 2,560,994 655,350 \$16,000

History 1900. 16 April 2000. unture Hawk, repossible 11.704.108 4.060.938 15.704.336 14,574,150 947,350 2,049,510 2,640,915 2,640,913

0.596.118 100,651 CHARLE 4,665,7591 4.065,700 2,762 2,768 2,585 500,000

aanm 9,571,666 18,400,491 878,855 625,555 (Stoked a superson undersold) (1925, a. diffident at the re-\$50,000 \$80,000 453,600

in installed in the Returns of those Companies

24 10,533,240 \$41,053,075 150,665,000 \$2,043,430 90,437,827 #3.513.94E 1,703,602 72,704,000 71.781.220 655,700 12,753,432 798,000 37,031

n Library Digitisation Unit

56,650

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188.000 133,000

						1 400	_			-	-
	Sore.—Th	e neurouska l	ig which si	o Capitaks o		L—And trions Cons The					
	Attn	овиять Сл	PITAL.					PAT	bur Stoce	C AND	81141
NAME OF CONDAXY.		Dr Lovac		Online	y.	Profe	rential		Gusa	national	
NAME OF CORESAI.	By Sharen and Stock.	nad Debestore Stock	Total	Amount	Hade of Dividend panel	America.	Prehisential Halo of Dividend.	Rate of Devidend	Assount.	Parcelos Litros Britisal	Sate of Dorthead
	£	6	4	£	Per ceci.	£	Zve cess.	Per cech	£	Zer cost.	Tu
Hidland and Great Northern Esilways Joint Committee.	1,900,000	-	1,200,000	-	-	-		-	1,200,000	3	8
Hidhad and North-Easters Counsittee (Swinters to Erectingley).	The is	ne in the j	stat propert		School	" and "No		dem."	Bullway O		
Billand and South Wattern Junotion -	808,672	1,394,793	2,114,955	594,367	Nil	335,664	5	NR	105,394 41,054	8	ľ
Cid Sedicity Lives	225,000	75,000	200.000	63.440	20	73,690	49	×u	\$1,004		,
filted Haven Dock and Railway	140,000	46,000	186,000	74,230	No	11,000	"	AR.	-	1	
Mobil and Denbigh Junction				trib Wester			ľ		1		Ι.
Numbles Stallway and Fier	106,000	35,239	141,330	66,363	1 4	24,000	4	4	-	-	-
Morrell Hill and Palnet	Weeked	By the " Or	ant Northe					1 -			
Nesth sad Brecon	684,790	699,500	1,383,356	255,230	Nit	207,425	1 5	Nu	=	1 :	
Seath, Ponterlaws, and Bryz-Amen .	515,000	111,000	654,000	1,250	NI	-	-	-	-	-	١.
Nonport, Goddill. and St. Laurence -	Worked	by the * Lil	or made	Crotrul"	i		1				1
Nidd Falley Light		netted Cor			1						
Norfolk and Soffolk Joint Exalency Con-	The C	spital is po	vided joint	ly by the "t	Process In	astern Bell	hvay C	ogapan;	" and the	Mills	64 s
mittee Northampton and Bunkury Junction -	\$65,000	200,000	1,915,000	100,500	No	145,000	5	NO	-	-	
North and South Shields Electric	180,000	60,000	249,000	-	-	76,770	-	Ni:	-	-	١.
North and South Western Jameison .	103,000	33,600*	128,600	125,000	74	_				١.	١.
North Corespall	Worked	by the " Lo	tulon and S	win-Woder		ļ					
			1	p3,408,381		34,721,207	4	4	0,053,003	4	١.
North Eastern	63,013,956	35,782,663	\$7,795,849	k						1	1
				399,000	84	290,618	4	4	820,574	4	1
State Great North of England,	51,000		74,900	43,876	3	13,725		6	16,918	43	
Sign of the state	250,000	15,233	533,333	264,940	120	-	١.		-		
Sorth Bast Lendon	5,000,000	1,000,000	4,000,000	-	-	-	-	-	-	-	
North Lindsey Light	50,000	30,000	120,000	24,600	NB	2,000	4	101	-	١.	
North London for also "North and South Western Junction."	3,935,600	1,089,766	4,555,766	2,634,400	42	250,000 200,000	93	44	-	-	
North Staffordshire	R,003,473	3,163,692	13,437,895	8,494,680	4	3,043,333	3	3	1,173,000	5	1
Total Leak and Manifold Valley	25,000	10,000	92,000	15,299	NU	1,669,522	-		-	-	
South Sunderland Light	31,000	3/,253	41,333	14,940	Nu	6,930	4	Ni	-	-	

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31st December, 1905.—England and Wales-configued.

res given in Roman type.

2,455,259

72,511

21,558 2,964,400

2,710,960

1,000,670

15.239

94,890

Total	DOMES.		Stock,		Total					
Paid-up Stock and Stare Capital	Amount.	Bate of Interrot.		Inte	Valued by Longs said Debendance Stock.	Total on Het December, 1908.	Total on 21st December, 2904.	To Joint Con- milton.	To other Sallway Com- passes.	Remarks.
£	£	I've enail.	£	After cond	6	4	6	6	- 6	
1,900,000	-	-1	-	-	-	1,290,000	1,200,000		-	
Capitol in t	soloded in t	ha X	nturns of th	600	erronies.					
797,065	9,000*	5	198,117 473,789 417,677	NO.	1,094,783	1,890,848	2,892,845	-	-	"Cup teller of rules of Seast-strangs.
41,524	-	-	95,887 96,614	9	207,671	200,000	208,505	-		At December But, 1801, the
155,136	23,719 12,500	4	25,000	89	61,989	196,405	252,823		-	the was still mader construc- tion and had not been force- wite opened, but 10 miles
74,730		13	65,483	5	45,481	119,711	113,722	-	-	thereof were buing worked for goods tradie.
 71,983	-		-	-	-	71,983	71,288	-	-	Pederisking worked by the Swince Increasements and Transways Company.

RAILWAY RETURNS.---1905.

***********	650, 652 557, 455* 1,489	Ξ		683,921 72,758*	6	691,692 74,755*	1,337,653 537,622° 1,350	1,587,053 881,012 1,089	Ē	Ξ	"Numbed aduation of expired. The per open for public scales on flat December, 2006.
ľ	Great Nort	thern Hall	ways	John Com	nitt	ce.71					
	323,733	4,070*	8	115,930	5	290,053	629,783	620,765	-		* Capitalized value of Land Reso- charges.

1,250	-	-		-	15.00	1,350	1,000	Ξ	=	Elite pat open for public matter on Hat December, 1005.
Great North	hern Hally	rays	Johns Com	mitte	m."					
229,720	4,070*	8	115,930 176,058	5	290,058	629,783	620,765	-	-	* Capitalized value of Land Revo- charges.
-	-	-	-	-	- 1	-	-	-	-	/No neglial had been mused at Hat December, 2006, and Radi way not continued at that date.
										"Ender the Compusion" Changes Commission Act, 1503, the Computer control their explicit in the of their coppie. The

223,720	4,070*		115,930	5	290,058	629,788	620,765	-		* Capitalised value of Land Euro changes.
-	-	-	150,00s	5		-	-	-	-	No capital had been russed a that December, 2006, and Rad way not continuous at the
128,600	- 1		-		-	128,900	228,000	-	-	"Under the Companies" Clause Commissions Act, 1955, to Company constant disays capito in few of tens capitol. The Ree is install, jointly to the London and North Western, "3050ms," and "North Lot Gas" Companies.
602,441	300	3	13.349 (00	3	UR.363,330	78.665.771	77,508,772	_	190,500*	*Deckeding SUARD, to Senderhoo Dock Company, \$7000' to \$50 Seetle, Freign Company, an

22,518 22,528

43

\$70,865 3,955,966 4.934.300

9.845

6,300

15,150 6 15,150

- 2,745,500 3 2,745,990 10,453,973

\$05,029 3 200,589 2,852,552 1,891,161 95,064 35,049

7,018,533

526,280

10,453,573 809,009 3,950

\$1,139

Miniatum vote, 6) ; maximum 5

BAILWAY RETURNS -- 1905

24

North Wales and Liverpool Course North Wales Nursew George: Most Trytha Undertaking

Beddenlert Extension -

Orphysics, College and Tat-field Light

Pudstow, Bedrethus and Mawane Links

Penceth Herbour, Such, and Reibney -

Hymonth and North Deves Direct

Partmadee, Euklyslert, and South Feorrison

Port Talbot Ballway and Docks .

Orted and Astrony Françoid -

Pennett Extrasies

Plymouth and Durissoor

Presenth, Desergant, Fration Justine.

Byrenglass and Edolule

Belroth and Changenter

Obsert to and Governor Tier .

Esbertsbridge and Perenson Light.

Rowmb and Kelton Fell Mineral -

Printeres -

Blemmer .

	OHAK.	Strek.		Amount	Division	Азыня	H	De la	Ansust	Guaca Hatte Divide	Bate o Drygo
	£	#	4	4	Ter cest.	Æ	Per	Die cert.	£	Per rest.	Per
nistee	Underto	king verted	in the "G	rea Ceasu	- 01	from Ire	Jonesery.	1905, u	misr Act 4	Edw.	VII.

NOTE.—The sessuate by which the Capitals of the various Comparise here been consently increased the consents are in all cases. Inch

No. 1 .- AMOUNT of CAPITAL, &c., upon the

65,000 25,000

294,000 98,000 \$0,000 SU,000 NE

1,293,000 (60,000 3,640,000 623,500 4 606,000

36,000

48,500 7,000

2,064,090 000,000 2,089,500

99,800 50,000 120,000

220,000 TR.201 | 995 NO

29,000 13,000 . 22,000 26,330

St. Anniel and Pesterum Bullray, Princet property. (No started equitol.)

Barbore and Dack

Schillery Rollings and Market Rows - Worked by the "Lendon and Sorbit Western."

India make distinged by the University of Scultbarmoton Library Continuation Unit

Worked has the " Good

398,000 1,984,000 423,379 3½ 585,300 209,000 7 983,000

Worked by the "Metropoliter."

Lound to the * The Volum

Learned in the " Tag" Fede."

25,000 100,000

80,000 use,000 83,000 Nill

89,530 S90,983 39,569 KU

Weeked by the " Landon and South Winters."

48,000 St.000 Nil

257,090

20,350

1,170,200 7,276,090 SUBSCRIPTIONS TO CITER COMPANIES

To Joint

celline.

BAILWAY BETURNS .- 1905.

Sist December 1906 .- ENGLAND AND WALES .- continued. be convenion, con-elifation, or division of their stocks are given in staller below the totals.

> Debenturo Stock. Tutal

45,000 46,900 391,400 385,000

90.650

7,000 979,000 307,000 1,500,009 1.033.030

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rained by Louis

43,040 198,495 196,605

LIB A. YAS 4.185

24,070

195,180 1,440,410 1,620,410

8,000 22400 82,000

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Dehente Stock

or the figures often by Konstn tyre. CAPTUAL RAISIND BY LOANS AND DEBINITIES NICES.

> Por To

CAPTTAL.

Total Prid-up took and

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50,000

1,923,830

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994,800 25,000 421,000 623,090 9,505,988 2.497.555

2,013,049

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1/53.

2,000

25

Das not open the public traffic

(Line met constructed.

*Challedia

in line is being countrients under an accompanion by th North Walter Ecour and Tree time Congram, Ltd., thes Con-yany taking the shutes an experience assessed.

Act, 1850, bees, mined

Worked by the "Statk Eastern and Chothern Reiberts Community Managers One Seath Eastern and Chatham Railway Lines sexual by the "Lossica, Chatham and Dover" and "South Eastern" Railway Companies Managing Connection

> 90,064 41,550

X 6,727,365

100,000

98

Company, Sidler and Bookill

Mid-Kent (Brougher to St. Mary

"Victoria Statum and

293,000 131,666 623,966 365,600

1,064,259 232,353 1,397,560 951,549 254 993,730

London, Chutham and Dever . 20,202,237 [0,008,108 20,604,055 21,250,202

\$4,120,555 8,657,946*88,567,500

the University of Southampton Library Digits aton Unit

CAPTEAL	Carr	Dizz	AUSED BY EXTURE ST	DOI:	IS AED		CAPITAL LOANS &	SCHOOL C	PROSE TO	
Total	Longs		Dobeats Stock	90v	Total	DIRESTU	IN STOCK	OTHER CO	M173.51KK.	
Pald-up Stock and Share Capital	Amount.	Pate of Extense.	Amount.	Hade of Interest.	Loans Loans and Delenture Stock	Total on Het Describer, 1905.	Total aw 21st Decrater, 1994.	To Joint Com- mittees.	To other Railway Core- parties.	REGIS.
£	£	Por cock	2	Zer cond.	4	a	£	4	£	
-	-	-	-	-	-	_	-	-	-	(No Cepital Ltd boon redsol of Elek December, 1906, and mil- way not constructed at the Gales.

ns from Sc	of October,	1005,	under Act	5, E	ldar. VIL, o	ap. 96.	79,950			
670,000	-	-	- '	-	- 1	475,000	673,660	-	-	
-	-		-	-	-	-	-	-	-	So normain are available, these lasting writing Directors nor Offices applicated by this Contrary, which was not in working in 1900.
93,000	4,710	4)	-	,	4,719	24,719	04,145	-	-	Thish Britanian Study. In addition to the first dividend of blue root, the belief of the place were paid by a citie per color for the pure root, for the pure root of the
1,223,829		-	300,00001	1 00	1,212,500	2,450,200	2,455,800	_	13,000	October, 1962. *These stacks are softlind to a maximum pair of interest of

1	99,000	4,719	4)	-		6,719	24,719	04,145	-	-	"Bath Extension Stock: In addition to the first dividend of b) per cost, the believe of the
	1,223,829	0=		200,000) 223,000) 145,000) 643,378	29	1,293,500	2,450,200	2,630,800	-	13,000	placia were paid has a talk per venis. He is he were model has been to be the per model has been to be the per some the per per costs, yet manues, spot- idated the neith reception of the company are stillulate to you the company are as amount you are to be the per charge, or mapped of hood pur- charge, or mapped of hood pur- charge, or mapped of hood pur- charge or proposed to the pendick.
	the Capita	d is include	d in	the Rotern	of I	hase Compt	ieles.				
	395,000	-	-	87,000	3	87,000	472,600	\$78,650	-	-	

1,223,629	-	-	300,000+ 227,000+ 165,000+ 0+3,878	29	1,200,500	2,470,300	2,456,600	-	13,000	to be the common period of the company are still-list to you can't talk. The company are still-list to you can't talk. The company pure as account on a 200 fe war of Evaluation of 200, fo war of Evaluation of 200, fo war of Evaluation of 200, for war of Evaluation of
the Capita	nd in include	ni in	the Rotern 87,000	of 1	these Comp	seies. 472,000	178,690			
1,084,960	29,000	4	34,900 131,201	3½ 4	224,540	1,909,190	2,990,220	-	-	
19,983,010	\$1,000 30,576 37,000 31,070 58,550	おおおおっ	1,187,990 989,099 1,221,392 6,492,344	3 3 4 4	0,367,242	100,000,000	28,507,546	107,038	-	
61,500	8,000 15,000	쾖	-	-	25,000	84,500	84,550	-	- 1	

the Capit	all to 1	intlesio	nì (n	the Rotern	s of	these Comp	ories.				
365,600		_	-	87,000	3	87,000	472,600	\$75,600	- 1	-	
1,064,960	1	933,88	4	34,900 131,291	3½ 4	224,940	1,909,120	2,360,220	-	-	
19,982,020	K :	\$1,000 18,576 17,000 11,070 58,500	42224	1,137,090 980,000 1,221,302 6,492,344	3 35 4 45	0,007,040	58,639,593	28,867,240	162,628	-	
61,500		8,000 15,000	캙	-	-	25,000	84,530	84,550	-	-	
23,000,004		-		1,540,950 173,000 650,765 1,656,085 1,500 4,342,448	3 34 35 4 45 B	8,194,043	23,015,005	#2,011,065	428,300	472,000	"dolyte) to a reductive of minimize as account of Euro- ciacyon general to the Professional Association of Education Device, Discussion of suit.

NAME OF COMPANY. .

Southern and Coldenter Light -

Southpart and Charlier Lines Extension

South Western and Isle of Wight

South Yorkshire Joint Line Constitue

Southwest and Lythers Transpord

South Wales Mineral .

South Verlakire Justim

Standard and Econfies

Stretfied-syna-Arm, Hallens Justins. Sutton Ecides Deck

Swames and Munities .

Penarth Extension

Western " s and "London 309,000 100,000

Steelsheiden .

Teff Vale* -

44

TulyNya

Tsunt Faller Links

Teign Falley -

Tickhill Light

Tottosbass and Ferret Gete .

South Norfel's Light

300,000

100,000 23,000 133,000

989,000

167.510 68,000* 200,2337 18,630 Νū

310,000 270,000 1,003,000 15,000 82

154,000 190,333 20.500 NO 9,000 NII

68,000 93,000 92,000 33,000 90 36,000*

270,000 49,500 320,003 114,549 200

8,180,777 1,631,229 10,612,005 5 274 500 35

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To largeonal Electric Embrage Company 5,000,000 2,833,000 12,033,000 2,000,000 of London United

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By Louis 330,000

98,550

Worked by the " Holl and Bounder,"

See mader " East and West Janeston,"

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992.006 1,022,000 122,000 64

Worked by the "Condesion."

Division by the Great Western 36,000

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XII

XX

Week of by the *Great Northern

400,000

553,359

DATEMAN DESCRIPTIONS -1905

Orlitary

NOTE.—The amounts by witch the Capitals of the various Companies have been studently increased by Those smoonie see, in all cases, included

No. 1.-AMOUNT of CAPITAL, So., upon the

NU

Xd

of the "Gress Control," "Gress Northern," "

PAGE-OF STOCK AND SPARE

Guaranteed.

CAPITAL	CAPIT	DED DED	AUSED BY	LOAD TOCK	S AND	PAIR-UP	LOADS AND	SURGERS OTHER C	TROSS TO	
Total	Lenn		Debente Steek	176	Total	Desayro	NE STORE			
Pald-trp Stock and Strate Capital	Amount.	Exterest.	Amount.	Rate of Interest.	raised by Loans and Debeninge Stock.	Total on Sist December, 1905.	Fotal on IIst Documber, 1904.	To Joint Con- sultiens.	To other Rallway Com- passion,	REMARKS.
6	2	Tur eval.	£	For	£	- 4		1.	£	Hally of anthorized under Light Hallyways Act, 1986.
-	-	-	-	-	-		-	~		11 First Spreamber, 1766,
-	-	-	-	-	-	-	-	-		Hat case Hat case a color of the case of t

6	2	Per emi.	£	For cook.	£	£	4	£	£	Hallway authorized under the Mark Backways Act, 1986.
-	-	-	-	~	-		-	\sim		railway sol courtrasted
-	-	-	-	-	-	-	-	-		Battery nethorized under thigh Nativeys Act, 1886. No unphis had been release the East preceden, 2008, on malway not consummed.
35,883	-	-	-	-	-	38,883	24,007	-	-	"Saternet at the mate stated of parel only of empired, the re- war had not been constitute at that Becommen, 1805.
100,860	46,700 1,900 1,900	566	-		49,000	203,893	.001,500	-	-	Accounts to the 20th Septe bas, 1860; "The Corregacy's absorbate of 20th for senie and sometim of 20th face 1800; Williams to 2 the face 1800; Williams and 2 the face 1800; Williams and 2 the face

35,883	-	-	-	-	-	26,613	24,007	-	-	military not occasionsoled at that Acta. *Interpret at the nute stated was part out of empired, the nut- war tend not been constructed at that Becoming, 1806.
100,860	46,700 1,900 1,900†	5 6 5	-	-	43,000	203,890	.001,000	-	-	Accounts to the Sisk September, 1804. The Lineauxy's a beautifuried to seem an account of Sebest-bars Stock sufficient to produce AASSA. Charalated when of Land Bost-
15,000	-		-		_	15,000	12,440		-	officers. Line not open for public traffic or right formula.
48,010	(200*	4	11,000	2}	27,033	76,686	70,130	_		Vispitalized value of Newt-
Yorkshire."	* Millars		nd "North	He	seem* Ba	Dawy Comp	raies; the	Oxylited in		
69,000	4,009 11,000	4 5	-		15,000	84,000	84,000	-	-	(* Etting) sparated of p. Kintel Sund For and on;
199,040	85,000 2,700	41	-		97,799	160,740	260,740	_		The Company has greated Evel- charges in the assemble of SM, for per enterior. The leads are leadered to pay these charges
115,500	-		90,000	4	30,000	114,000	141,600		-	Trideriaking worked by the dwnness Emperoragets and Temperage Company.
7,895,002	-		1,006,008	3	1,000,000	9,423,460	9,422,400	-		("In edition to paying interest
2,545,844	-		200,002	8	007,002	3,714,185	8,784,185	-	-	on copiled, the Company paid 13,6651 for Republic, Acc
15,000	-		5,000	4	8,000	29,000	20,000	-	-	"The total amount paid an #3vi- dual on the ordinary capital of the Company was #4£.
172,000	-		17,510 170,499	35	907,000	1,929,000	2,029,090	-		
15,000	. ~		-	-	-	15,000	13,000		-	Accounts to the 30th Explanater, 3000.

						(
69,000	4,000 11,000	4 5	-		15,000	84,000	84,000	-	-	(* Etricon) grapheted by Marses, famed Fig. and Go., Mindel.
199,040	85,000 8,700	41	_		97,790	160,740	260,740	_		The Company has greated Best- charges in the assemble of 500 for per enters. The bests are included to pay these charges.
110,500	- 1		99,000	4	30,000	114,000	245,500	***	- 1	Todortaking worked by the greene Emperorquist and Prescript Conjung.
7,895,902	- 1		1,000,008	3	1,535,539	9,423,469	9,422,400	_		"In addition to paying interest on copied, the Company poid 11/811 for Republic, Ac.
0,545,844	-		200,001	8	007,002	2,714,185	8,784,185	-	-	L SEREN FOR Republic, Ac.
15,000	-		5,000	4	5,000	59,000	20,000	-	-	"The total amount paid as #Pri- dom! on the ordinary coming of the Company was #66.
172,000	- 1	-	77,510 170,490	35	937,000	1,009,000	2,029,090	-		
15,000	. ~		-	-	-	15,000	18,000	-	-	Agroupts to the 20th beylesider, 3990.
80,000	-		_		_	30,000	20,000	_	-	
490	-		_		-	490	400	_	-	Line not spen for public tradic on this Recomber, 1906. Railway authorized angler the
-	-		-		-	-	-	-	-	Egyl Ballways Act, 1806. No capital had been missed at first December, 1805, and sub- may not constructed at their fate.
83,290	_		_		_	23,390	23,500		-	
2,000,000	709,600 7,000,000	44	-		7,790,000	10,200,000	25,899,000	-	8,355,000	

	Aut	TOLLISTO C.	APPEAL.					Patt	ST STOO	K TZD	BEARE
NAME OF COMPANY		Br Lesso		Cedito	wy.	Profe	rentas	L	Gea	neateed	
AAR OF COMPAC	By Shares and Stock.	nul Delecture Block	Total.	America.	Best of Deribond publ	Aracers,	Party addd	Ecoto es Director Director paisi.	Arsonal.	Gearmanous Rata of Divisional	Esse of Droplessi
		6	£	£	Per cent.	£	Per crea,	Per cent.	4	For such	Per cuid.
Val. of Olsanoger	Wanted !	in a	9.7								
Falo of Stholded Light	53,000	15,900	97,900	53,000	10	-	-	-		-	-
Plan	Washed !	g the " Ora	abrims."	1							
Fixtoria Station and Pinfice .	412,500	187,900	550,100	225,000		190,000	45	45	-	_	-
Waterboom of West											

480,000

150.00

141,500

250,000

the "Traffird Park Company

900,859

Undertaking vested in the "Great Central" so from lot January, 1905, under due 4. Edw. VII., con. 80

Anadoseasted with the "Great Western" as from 1st July, 1905, under Act 5, Edw. VII., ozo, 1905

Worked by the "Combriso."

Bet wader " Onat Western."

162,000 Tan.000 SSS,000* N.E.

Line owned by the "Great Corcond to the "Great Western."

Washed by the " Ornet Control."

Undertaking incorpo

183,000

101,600

75.000 | 96.000 | 105.000 40.500 NA

TE,000 Sa,000 100,000 TE,000 4.5.

1.000.000 \$00.000 \$455.000 \$1.000.000 \$20.

554.000 WOURD 3 WARD

100.000 50.000 000.000

979-900

PL000 20300

645.000 155.000 mm.com

\$25,700,000 Northeat Cast April 141, 500,000 (000

Line second by the "Lander, Brighton.

Worked by the " Combridge."

Worked by the "Midland."

BAILWAY RETURNS,---1905

Norm .- The amounts by which the Capitals of the various Companies have been requiredly increases

No. 1,-AMOUNT of CAPITAL, &c., upon the

August, 1904, ander Act 4, falve

West Hidden

Birriani, and Andorsofest

Webserkampton and Canasack Chara .

Councities. Woodbridge and Bayday Links .

Workington Enflyoys and Dooks

Wrenham, Mekl, and Carnal's Quar-

TOTAL ENGLAND AND WALES .

WrenAsm and Ellegnere

Wye Voltag .

Terlatin Dales

Woodride and South Croyden Zellat

Wathed and Edgewee

West Lamonables

West London

West London Extravior

West Massherser Lista

Westen, Clevelon and Light Bintenge. West Edding Conventor

West Superset Minoral

Weyworth and Parthad

Whitechard' and Boy

Wired

Writhood and Literature Links

31st December, 1905 - England and Walks-appliesed.

by excreming, correlabation, or division of their stocies on given in Mallim below the tatals. It the figures given in Bream type.

CAPITAL	CAPE	DIE	E SECTION	TOCK	is AND	PATE-UP DESCRIPTION DESCRIPTION	CAPITAL LOANT &	SUMMER CO	THURS TO	
Total Paid up Stockand Share Captal	Amoust	Т	Daheng Steek		Tutal tribed by Logar said Debesture	Total en Sist December,	Total en Sint Describer, 2004.	To Joint Con- ndition.	To other Hallway Con-	Mintages.
- Confession		Bate of Interest		Balo	Stock.	100.	2014		parec	
£	£	Per cent	£	Fur cest	£	£	A	4		
\$1,000	10,900		-	-	16,000	97,999	67,000	-	_	
155,010	-	-	110,322	4	123,729	687,263	\$67,520	-	-	Line washed by the "Or Western," "Leader & Six Western," and Line Frighten mad South Con- line may Company, and "South Reders and Challe Tailway Companies Man- ing Longithes."
-	-	-	-	-	-	-	-	-	-	Secretarial and control of the contr
*Lancaski	e and Fer	Latin								
160,380	~	-	-	-	-	190,390	280,099	-	-	"Amount authorized to be at serbed by the sweing Or
585,900	13,000	4	-	-	12,000	547,000	227,000	-	-	"Amount until mixed to be a seried by the revenue County of the revenue County of the
VII. osp. 2	85.			١.						
51,839 achided in	14,500 \$1,100* the Retur	, š	- those Cox	-	27,000	73,015	23,600	-	-	Coptained False of Examilies of Examilies
75,000	7,700	8	21,300		29,000	104,000	312,000	_ 1	33,090*	"Advanced to Waterlet Marie Opportunities or softer a Western Machiner Act, 166 (Une worked for the "Go
75,000			14,959	4.	25,060	160,000	350,000	-	-	Worders" and "London at Standars" Companies
1,900,000	16,000	5	229,000	4	\$65,060	1,545,000	1,453,000	-	-	"Ceptiatio) ruler of Br chetgan
584,000	16,650	33	131,765	1 5	\$17,968	900,565	802,505	-	-	
-	-	-	27,666	2	27,000	17,000	27,006	- /	-	(Raillesy extincted under
-	-	-	-	-	-	-	-	-	-	Exiliarly exilected ender Luche Seriespe Art, 386. No capital had been extend stat December, 2006, and a way yet outsphilted at United
1.66	-	١.	-	١.	-	138	~	- 1	-	Lineard spec for public tradi
the Cepital	is tochair		he litetora		iose Conye	celos.				The theory will be only the Carlot of Lighth Staffware Auto, note. No expedite that I want to the Carlot and I want to the Carlot and the Car
-		-	-	-	-	-	-	- 1	-	No expital, and love rules first becoming 266,and rules set ourserpoint of that gate
-	-	-	-	-	-	-	-	-	-	See Secondary 2001, and walk that constructed as Chair de L
							1,082,793 30,118*	-	-	- plantical reduction of angilla
							371,759			
707,000,064 200,000,000	18,407,60	-	273,080,83	:	100,407,800	2,003,590,864	2,650,508,577 246,381,374	36,750,936	17,290,864	Toral Escland a Walke

32

Arbreath and Feefu

Callander and Oten

Dundso and Newtyle .

Lenarkshire and Ayrokers .

Completown and Mackedonich Links

Connerty and Dingwall Light

Laurarkehire and Duraharteeatine

Catheart District

Killin . .

Loursel Ga.

Gedlender and Obes

Cethourt District

Durnock Light

Dendes and Newtyle Edinburgh and Bothoote

Brechin and Educit District

NOTE.—The amounts by which the Capitals of the various Companies have been neededly into AUTHORNIED CATTERL. PAID OF STOCK AND SHARE

50

111,650 12-

12,105

40,00s

No. 1 .- AMOUNT of CAPITAL, &c., upon the

NAME OF CONTANY.	l	By Lones		Citian	wy.	1,100	CONTRACT		1966	castee:	
	By Shares and Stock.	find Debentere Stock	Total.	Amount	Hans of Dividend paid.	Amount.	Preferential Extract Divisional.	flats of 1504.	Amount.	Generated Exte of Divisions.	Ents of Divisional paid.
	£	ı z	6	8	Per cod.	4	Per cook	Per		Per cent	Per essi.
Arbrooth and Furfer	Lored to	the "Culed	bookus."								
Ayr and Heytols	Located to 2	As ** Olinagos	e and Sovi	-Waters.							
Feriklist Light	15,000	5,666	23,606	10,920	Nil	-	-	-	-		-
Dreshin and Estati District	Worked b	y the "Cale	dossys."								
	-										

44.728.517 (1.848.90) \$3.108.017 NR.

> \$99,000 10,600

42,500 14,166 55,500 37,400 NII.

1,608,500 359,000 1.458.500 275,710 Nil. 933,00

984,000 194,230 475,230 254,000 21

363,000 30,000

200,000 350,000 1,000,000 535,356 22

1,427,000 660,333 1,509,335 1,637,000

148 629

26,000 2,000 28,000 NO.

21,000 1,600

Worked by the " Geledenius "

Worked by the " Condenies."

Learned to the " Nurth British." eraty of Southamoton Library Digitsation Unit

27,000 9,000 26,000 20,765 NO. 4,000

Ayr and Hoytols	Leased to the " Glaugear and Specifi-Western."	
Benkfoot Light	15,000 5,666 23,606 16,200 N.S	
Drenhin and Eduil District	Worked by the "Catalonius,"	
	-	
	5.038,464* 4 \$1,459,667 4 4 \$1,540,664* 4 \$2,660,668* 5 \$1,600,660 5 5	

393,572 148,878

31st December, 1905.-Scotland.

CAPITAL.	CAPE	Die	ARED BY	rock	S AXD	PAID OF INCLUDING DESCRIPTION		SUMMERS CO	TOOKS TO OUTANIES.	
Total Pakt-up Spack and Share Capital	Amount	Bate of Second.	Delamia Stock Amount.	Bate of 2	Total relead by Lourn ned Debestrate Stock	Total on 31-1 December, 1965.	Total on dist Denomber, 1904.	To Joint Care witteen.	To other Railway Con-	Rest cases.
-		Tot .		Fre						
£	£	evot.		eres.	£	1	£	£	8	
10,210	-		-		-	10,230	2,000	-	-	Amounts to like January, to find very metastical under the Light Stockmary Art, 1978. The Both was not open to path States on His Stockmary, 1979. Agreement to Had January, 1979. Agreement Conversed Gettes Stock. Hadden Conversed Gettes Hadden Conversed Craims
80,695,717	-	-	10,834,291	4	10,834,281	64,660,000	02,078,668	**90,469	2,104,350	Bigoth. Eduboral Cerlinary Fines by Chelarred Cerlinary Jacobs No. Chelarred Cerlinary Jacobs No. Chelarred Cerlinary Jacobs No. Chelarred Cerlinary Jacobs No. DELSCE, Edit of the Index on the Seegers in redien in the Chilolinama Compa- by the North pricy Company, and half of Indonesis in the Intere by Stagers and Sugh Wind Stagers and Sugh Wind Stagers and Sugh Wind
19,503,038	-	-	-	-	-	19,209,095	19,197,658	-	-	Stages and Such West Company "Salespinish in Protests
239,100	_	١.	-	-	- 3	229,850	320,350	- 1	-	Congary and Such West Congary "Debarption to Periody d Wigoweshiv John is way, in shown to the Co- pon's published half per accounts.
37,490	_	-	-			37,400	57,600	-	- 1	Accounts to X34 Personny, 20
816,730	-	-	955,300	4	955,360	1,079,090	1,023,000	- 1	-	Accounts to 2011 January, 10
265,000	-	١.	157,330	4	157,200	441,330	668,000	- 1		Accounts to Tist Amening, 20
111,650			-	-	-	111,659	111,650	- 1	- 1	Accounts to 19th April, 160
24,785	6,990	34	-	-	6,000	30,723	50,785	-	-	Accounts to Just Symmery, 10
535,550		-	225,000	4	935,000	700,350	100,230	- 1	-	% Accounts to Sint January, 19
1,437,000	-	-	312,333	4	502,500	1,740,333	1,5:3,967	-	-	Accounts in Tast Jonesey, JS
141,972	-	-	-	-	-	145,979	1,00,000	-	-	The Science Junction Early is yested in the Calodon Early Company, by Ast 4 to Unit on the Tee of size one-call if perfor- ments and in Souther the lo- posy, and in Souther the lo- fell, the Tee of the Co- pany, and in Souther the lo- der test and the Co- control of Science London Orientes and Company Early Orientes Assembles Book.
2,000	-	-	-		-	2,893	-	-	-	Salvey asthemed under light believes Act, 12 Lie set upen for pak tenffic on Hel (commber, 15 Embray Anthonius, under 1 Light Releveys Art, 15 A copital sum of firms 1 besteht in the lower
-		-	-	-	-	-	-	-	-	Obtended to deventoring per unit a tribulant black. Midd believes and so that the source of the sou
15,104	-		1,768	4	1,592	14,688	22,496	-	-	Enlarg subseted under Light Eulery, Act, u Auen of Light was paid the Transey towerfa- ces of spectructure.

BAILWAY RETURNS .- 1905.

34

Findhorn Forth and Cityle Janetine Forth Bridge -

Glospov District Sabaux

Great North of Scotlan

Interprety and Feet Augustes .

Kibyth and Bourybridge .

Lonardahire and Ayrebire

Languighter and Depalement in .

KUS . .

Lunder Light

Highland

					252		8.0	48		284	ä
	g	6	6		2er und.	£	Per cont.	Per ent	£	Por	
	9,000	5,000	15,000	Taks line	is not w	orkany, se	ad no re	deman co	o svalla	àle.	ĺ
	Lorned to	the " North	Dittio."								١

No. 1 .- AMOUNT of CAPITAL, &c., upon the

£22.794 de

228,000 NU

Officed and Germini Glaspow and Rentree District. 293,000 Glasgow and South-Western 14,808,713 4,783,311 19,083,022

584,571 xi

84 999 34,300

> 177,900 1,677,900 230,009 494,700

1,000,002 8,179,800

\$223,113 9719,692 7,988,865 9,561,860 65,000

> 45,300 181,300 131,990

Forked he the " Bookland."

Worked by the " Colodonies."

Worked by the "Ontodonies"

Worked by the " Calculus inc."

Worked by the " North Branch ed image digitised by the University of Southampton Library Digitisation Unit 210,399

7,003,632

1,406,786 1,407,400

> 6,697,098 218,000

E 2 brary Digitisation Unit

BAILWAY EXTURNS. -1905.

conversion, consultation, or divides of their stocks are given in Malio, below the totals in the figures given in Manual type. CAPITAL BARRED BY LOADS AND

Total

4,319,580 94,650,481

> 50,907 1.000,017 2,009,063

1,439,000 1.567.200 7,010,939 7,600,520

93,999 80.000 \$80,000

43,500 43,260 175,940

race digitised by the University of Southampton I

31st December, 1905.-Scott.ann-contrased

CAPITAL Total paid-up

Copital.

240,220

31399.010

7.261.011

84,500

1,834,700

E/H3,933

4,653,923

223,000

181.669

18,000 45,023 3,040,300

35

Tu John Con-To other BUSINESS.

196,030 115,050

* Deporting powers brandered to Glassow & South Western.

Associate to Stat January, 1906.

Accounts to 2010 January, 1986.

Norz.—The amounts by which the Capitals of the various Companies have been necessarily increased. These amounts are, in all cases, included. APPROXISED CARTEST

36

				Ordino	ry.	Pref	rontini		Gan	rantee(L.
Name or Company.	By Shares and Stock	By Leans and Determines Stock.	Total.	Arrespt.	Eath of Divisional paid,	Amount	Preferential Rate of Diridend.	Rate of Divisional posit.	Amount	Generation Rate of Divisions.	State of Divi-
	£	ε	ε	£	Per sent	£	Der cond.	Por cont.	£	žur cont.	Ter ons.
North Bertish	47,400,347	18,068,084	65,985,91)	11,600,98s 9,375,478	12 3	7,669,775 11,380,000 5,300,000 1,411,000 963,379	10400	1 3 4 4) 5	-	-	
				11,000,581	18	2,779,901 8,227,504	1	2	-	-	-

106.580

100,000

changed for North British Hallway D

Congressy by Art of 52k July,

0,654,039

BAILWAY RETURNS .- 1905.

No. 1.—Amount of Capital, do., upon the

PAID-TO SPOCK AND SHARE

64,000

2,223,000

401,989

15,400,398

	Edinbergh and Enthysis	
4	Forth and Clyde Junctice	
Sects Relied	Poeth Bridge	
ood by the 3	Giffeel and Garvald -	

Portpatrick and Wigtownshire Joint Committee

TOTAL SCOTLARD .

Long to or West Highland

Solvey Januaries

West Highland

Wick and Lybster Light

000	64,00	9 2	54,000
100	274,96	10 2,0	105,299
900	95/00	100	06,5ga
	100	100 274,00	000 274,000 Kg

451,960 188.000 679,910

47,500 23,233 79,633

rage digitised by the University of Southampton Library Digitisation Unit

The Stock of the Company was so

Warked by the " North British.

- 129,105,631 (S.413,169) TO,605,700

To Joint Com-

665,560 Accounts to The January, 1800

Accounts to 22st Jacoury, 2006.

cles is weeked as a Light Rullway under the Light Rullways Art, 1996. Index the Companier Corners Completesion Act, 1984, the

allway andborised under the

TOTAL SCOTLAND.

1904.

63,809,529 690,506

190,000

60,576

501.555

45,511

863,584 2,891,844 37

14,617,336

2,355,455

61,995 61,595 959,985

723,333

31st Doomber, 1905,-Scottann-continued.

RAILWAY RETURNS .-- 1905.

on Wat on Sist

3 94.634.007 63.509.354

3 3,500,685 29,528,274 18,841,068 250,000 890,000

> 2,048,333 2.012.220

13,500

7,517

ed by the University of Southampton Library Digitisation Unit

- 87,504,604 093,684,794 179,166,766 - 8,715,767 47,746,955 47,690,149

١		
	47,986,947	13,518 12,434 372,960
	es, mac, min	90,933 305,146 20,000
	\$56,900	-)

191.22

2.225,000

47,070 13,550

2 ander Act 2 Edward VII., esp. 140.

7.207 ander 5

143 188 072 1,346,484 2,845,787

Capital.

ı		
	13,566 12,434 872,960 92,933 205,146 20,000	***************************************
١	- 1	
١	- 1	l

NOTE. - The assumptive by which the Copitals of the various Compatitios have been recoveredly increased to

NAME OF COMPANY.

Coatlebloyany, Kendy and Arrangia

Gentral Irokani Entheant

Olde of Dobbin Jameton

Cork and Massoon Direct

Cork, Bandon, and South Coast.

60c, Bakken, and South Canet.
(See one Bultimore and Sighberton and Bostry Boy Extension, p. 96.) Bantry Extension

Clocabilty Extension

Ben Valley

Cork, Mankrook, and Pessage

(See also Dansyal and Kithylogo, and Strucocky and Glenker, p. 90.)

Donesol -

Glosphity Extension

Bentry Estearion .

38

ard Delentro

ATTROUGHD CAPPERS

Warled by the " Care, Basslee, and South Court.

400,006 1,480,707

351,000 490,000 290.523 N/I

136.200 29,108 205,308 990,000

\$44,638 917,662 800,000

20,000 25,000 105/000 \$0,000 NII

43,000 27,000

83,000 43,500

483,576

made digitised by the University of Southampton Library Digitisation Unit

See sender " Great Southern and Western."

Security" Doblin, Widdon, and Wesford,"

Worked by the "Cork, Bereiter, and Seath Court,"

Ophnay

62,630

95,000

226,883 98,614

\$2,550

639,195

No. I .- AMOUNT OF CAPITAL, &c., upon the

Proferration

PAREUP STORE AND SEASO

\$5,000

15,000

NXX

Generation)

31st December, 1905.—IRELAND.

PARSTAL	Long	Dan	Debonic	rocse.		PAREUT DESCRIPTION		Streetan office Co	TIONS TO	
Yotal Pabl-up Stock sast Share Capital		Ents of Interest.	Stock Amount.	L	Total mised by Learne and Dolesters Rock.	Total on Stat December, 1986.	Total az 33-r December, 3304.	To Joint Com- relations	To other Buffway Con- puzies.	Elimanes.
£ 61,631	e -	Pur coni -	,C 29(199	For work.	28,199	E 50,558	E 19,550	£ -	A -	
96%,189	3,786*	8	{ 134,933 { 234,666	3 }	350,454	1,810,635	1,077,814	-	-	"Capitulase") valor of Lead Bur charges.
200,923	-		-	-	-	216,523	197,851	-	-	Line not upon for public tend an line I two-rober, 1905.
126,310	-		75,630		75,690	211,600	211,980	-	-	To addition to the even related
060,319	-		207,907		297,987	769,396	764,000	-	18,910*	In addition to the sense raise by the terms of stocks as blaces, the Company in presented a free gman 15,000 but Discoverage towards the contraction the Eastry Say Egradaic
	-	-	8,952	4	8,937	3,957	8,507	-	-	the Burty Bay Extends Like "Indexing a schedules," Look is the Bacty in Streetship Company.
70,000	-		37,000	5	\$5,800	105,600	285/000	-	-	
43,939	-		29,091	4	99,990	(00,00)	00,000	-	-	"through General col Shares.
80,000	-		41,000		48,900	129,000	730/080	-	-	*Bernelal Generative States.
220,500	65/100		122,090 500 2,900	444	199,880	498,230	429,670	-	-	*Duthidded Bunk, structured Stock. ((Deferred stack.
845,229	-		183,51t 19,517	3 5	202,334	545,627	525,653	~		Jaconstate Serven by, 100
20,233	-	1.	24,200	8	34,500	74,633	27901	-	rue .	ľ

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6,235

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10,896,010 4,230,000 14,340,020 5,325,080

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181,940 60,000

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Count Northern of Incland

Great Southern and Western

Central Ireland Separate Under-taking

es ofes Athenry and Tenen Exten-sion to Clarenserra, p. 44: Cel-lorary and Swineford, Clare-metric and Swineford, Hoofford and Kermare, and Killington and Valentin, p. 95.)

Bar Valley

BAILWAY REFURNS .- 1905.

No. 1.-AMMENT of CAPITAL, &c., upon the

by conversion, convolidation, or division of their stocks are given in Molice below the totals, in the figurest given in Mostan type. CAPITAL BANKO BY LOAMS AND DESCRIPE STOCK.

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Dekentare Stock. Total

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Slat December 1905.—IBELAND—confineed,

CAPITAL

Total Pail-up Stock and Share Capital

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100,000

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P.405.036

201,870 60.554

43,850 15,000 4 BAILWAY RETURNS -- 1905.

PARS-UP CAPITAL, INCLUSES LOANS & DESENTURE STOCK Total on Stat December 1904.

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411,200 411,350

353,900 582,000

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Rallway Con-

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RECEIPTED.

HAILWAY BETURNS -- 1905.

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355,600

85,000 91,000 105,000

200,700 209,000 400,000

340,600 65,000 994,600

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Worked by the Great Southern and West

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42

Limanedy and Danmers

Listowel and Ballylemion (Manorall)

Londonderry and Lough Swilly

Midland Great Western of Iroland

Mallingur, Kells, and Droghada

Here Ross and Waterford Extension

Personsown and Personna Bridge

Stire, Leitrier, and Northern Countries.

Strabane and Letterlooper

Trains and Fools

Waterford and Transcer

(Recently Bullings) o and Clarenceris,

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2100

Westerd.

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SOTE.-The assumts by which the Capitals of the various Companion have been necessarily increa-

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No. 1.-AMOUNT OF CAPITAL, &c., upon the

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31st Doormber, 1905.—IKELAND—confinsed. by conversion, convolidation, or division of tipels stocks are

CAPITAL	CAPITAL I Dur	EXTURE STOCK	SS AND	INCLUDING	CAPITAL, LOADS &	Structure Co	TTORS TO	
Total	Loses.	Debenaure Stock.	Total	Dinisty	STOCK.	- Controlla		
Paid-up Stock and Slates Capital.	Amount. 90 organ	Amount. 10 May	Icazs and Debasture Stock.	Total on 31st Decumber, 1905.	Tetal on Stat December, 1964.	To Joint Com- mittees.	To other Radinay Con- paries.	REMARKS

BAILWAY RETURNS -- 1905.

43

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4	£	Per cent.	£	Jur occh	£	E	£	s	£	
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730.510 TOTAL

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	vorking er	penditure :	uce so	pantely st	sted o	on pages 62	and \$2 respo	otirely of th	is reters.		
	66,733	19,601	4	-	2	19,601	84,234	80,034	-	-	Chierest generated by the Stimmer Company of London of a person to present on the moment for 2 print from the opening of the redway. The generated expires on eth. Jan. 1906.

working eng	eediture :	Co so	parately	stated or	pages 62	and \$2 respec	tirely of thi	s releas.		
66,733	19,601	4	-	-	19,601	84,204	100,00	-	-	Statement generation by the Netword Company of London of 5 per such, per summer on this somewal for 20 years from the opening of the realway. The generates expires on eth. 140, 190.
8,100	-	-	-	-	-	2,100	8,200	-	-	(Eline not open for public truffic en light December, 1905

44		KAILWAY	BETUR	×s.—19	D5.						
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NAME OF COMPANY.		By Louis		Ordina	uy.	Prel	reatio	1.	Guaz	iostra	
And of Operat.	By Shazon and Stock.	nasi Debentas Stock	Total.	Ansent.	Divisional Divisional paid.	Amount	Treferenda Ento ed Distanta	East of Dividend past.	Amount.	Centrated Sate of Division	Daylord Daylord
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theory and Tune Extension to Gare-	300,000	-	160,000	5,000	Nil	-	-	-	89,000	4	4
islEnkearthy and Timelenges Junctice	Sec wrote	Timoleage	e and Cour	paveyend	Extens	Ham.				i	
Ballingole and Clarenarris	93,000		91,000	-		-		-	73,640		3
Bookrook and Newry Traceway	29,000	6,500	25,500	15,000	Nii	-	-	-		-	-
litray and Encisionry	71,000	35,033	166,000	25,000	NB	-	-		-	-	١.
Carriolologue Barbury Jenesice	7,500	8,000	12,500	786	Nit	-	-	-	6,500	5	5
Caven and Leitrins (Limited)	300,000	-	500,000	-	-	-	-		100,585		8
Cloghar Valley	150,000		150,000	-	-	-			199,880	3	5
Carle and Muskery	75,000	-	75,000	- 1	-	-	-	-	71,000	3	
Dunoughnam Extendos	35,090	-	\$5,000	8,000	Nil	-	-		38,000	4	1

225,000

57,000

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188,000 10,000 Nil

"Nevry, Kendy and Tyona Light" under Act 5, Edw. Will, car. 207.

\$7.69

220,000

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103,300

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131,660 1,673,500 119,220

Newry, Keedy and Tyuna

Trains and Dingle .

Ubter and Conneight

GRAND TOTAL BELLS

Schull and Skithereen Transvey and Light Staffeny

Agreements to the Sint October,

Aprovate to the 50th September, 2005.

Jacousts to the ma-1903. Line worked by the "Milliand cloud Wastern.

Accounts to the Stat October

Assessable to the Stat Decober,

GRAND TOTAL, IRELAND.

TOTAL.

45

in the figur	omsofidation, os given in Rea	ar division of their stocks s san type.	re gives in i	telicr below	the totals.		
CAPITAL	Den	Debutter	PAID-UP C. CLUDISO I DURENTO	OARS AND	STREET CO	THORS TO	
Total Paid-up Stock and Share Carstal.	Louis.	Stock. Total mised by Loans and America. \$\frac{3}{2}\$ Delocation	Total on 31st December,	Tend en Hit December,	Zo Joint Com- metters.	To other Rulway Con-	BEHARES.

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15,000 18,000

23,000 25,590

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1,157,210 2,173,251

11,980,464

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TRAMWAYS (IRELAND) ACTS, 1860 to 1883, &c. Per Per

51st December 1905.-IRELAND-continued.

100,003

71,640

15,000

35,000

7,250

190,535

123,319

75,000

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57,000

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35,000

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180,000



RAILWAY RETURNS.—1905.

No. 2.-LENGTH OF LINE, TRAFFIC, GROSS RECEIPTS, &c.

REYUEN showing the LENGTH OF LINE, NUMBER OF PARENGERS and QUANTITY OF GOODS conveyed and the Gross Receives therefrom, upon the RAILWAYS in ENGLAND and WALES, SCOTLAND, and IRELAND, during the year 1905.

No.	2-Length	of	Line,	Traffic,	Gross	Rec	cipts,	dec.,
				YEAR	ENDED	SLa7	DECE	ERTS.

	EN SERVICE STORY				PARRENGER TRAFFIC.					78A	996 996	TRAVELIND BY TRAISS.		
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Stational and Floridand Transport (Stories)	Sec	popu	56-0	Mar	December 1	MOVED.			1		1			9
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Midsep's Coulds	- 50 50 12 San Apit 1928	30,011	-	6,009	1,450	Mind	193
Starkpack and Pleatened Engreed (Riccial) -	See propos the d number Electric MacLeways.	- 1					
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&djesir	Firsted by the Sengrat and David Joint Consulting						
English and Eyes	Forbel Settle Leader, Brighton, and Smith Court.	- 1					
Heighton and Soldingtons Sondorn Electric (Innersel).	- / - / Erro and working to 1965.						
distributed in a second of	Leant to the Leader and Burth-Western.	- 1					
Dury Port and Greenfresh Volley	- 0 0 0 - - -	_]	_	450.510	_	- 0.00	
Occident the Sentener Squad of the		- 1				- 1200	

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RAILWAY RETURNS.—1905.

No. 3.—WORKING EXPENDITURE, NET RECEIPTS, AND ROLLING STOCK.

RETURN showing the Amount of the Working Expenditure, and of the Net Receive, &c., and Number of Role Kind of Rolling Styce, for the styreal Ralifact Companies in England and Wales, Scotland, and Ireland for the Year 1905.

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No.	3.—W	orki	ng E	cpenditu	e, N	et	Recei	pts,	and
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BAILWAY RETURNS.-1905.

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NAME OF COMPANY

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No 3.-Working Expenditure, Net Receipts THE FINANCIAL YEAR OF THE SCOTCH RAILWAY COMPANIES, EXCEPT WOMENO STPRIBITURS.

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Heaper and South-Wasters Coloring the "Age and Ellephole," also half the "Gaspor and Ellephole, "sale half the "Gaspor and Ellephole," and "Glauper and Friday Falls, Line)	4 14	481	D49,700	259,276	308,664	200,004	61,993	50,425	2,452	2,604	0,090	1,600	4,100
Disease District Seberg		,	1,141	11,000	394	30,436	1,474	6,767	-		500		- 1
Ireal Sorth of Scalined (Including the * English Extension,*)	+ 6	336	37,434	20394	RIN	16,178	13,822	17,800	686	275	139	m	1,641
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and Rolling Stock, SCOTLAND, in 1905.

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	9,617	\$14,795	407,000	16,791	n	133	426	907	a,ru	74	6,810	Great North of Southand.
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64,019	17,436	5,453,793	4,613,613	2,825,680	10	447	1,091	3,880	64,975	800	81,636	North Relate.
-	4,89	48,770	60,304	34/196	37	80		,	98		15	Pertyacitik and Wiginwashire Jo Constitute, thirty Austra, Test Highland.
-	26	3,350	1,512	500	00	Locused	aline pares phinoi Co	e and re	fling stoo	k provide	d by the	Wirk and Lebater Light.
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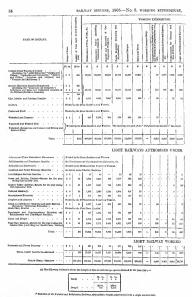
No. 3.—Working Expenditure, Net Receipts,

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		mapper.						wo	2250	EXPES	OFFICE		
NAME OF COMPANY	Gavge of Xibs	Longth of Elbe upon on Hale Dece 1866,	Existenses of Way, Worls, &c.	Loompiles Power (kedaling Patiensey England)	Japolys and Jenswale of Carriages and Wagness.	Nerdwellet.	Osserut Charges.	Rabs and Terrs.	Generalist Townser Belg.	Occupantability to Englishme under this Wednesd's Occupantition Art, 1970.	Compound to Personal Injuries,	Compensables for Dennys and Late of Goods.	Legal and Publicessiary Expense.
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Greekly Estates	Verior	lay die Or	rk, Dende	n, and de	wit Creat			ĺ					1
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Cork, Earston, and Sonik Coast (Reciping the "Zaltan on and Epitheren," "Fan- by Erstanion, "Partry Ray Prisoners," Climakiny Extension," and "Zem Valley,"]		16	12,414	25,748	6,518	38,254	1,310	2,363		144		11	214
Gorb, Markrook, and Passego		16	1,380	2/01	243	1,716	1,989	590	١	28		,	
Bouspal-Racurado the per ording in Sonsoles, and (faciliding the "Design and Ediffers," and the "stranedar and obstales."	}	336	1,010	7,430	813	T,TLS	,994	760		84	987	a	
Public and Enquirem	Lenvi	to the Dai	Sa, Pas	or, and I	England.								1.1
Dubin, Wi-Liow, and Weeting (Secleding the "City of Dubins Junction" and "Bubits and Elephows")	}	161	42,033	67,105	NUN.	44,653	жи	20,588		243	1,717	421	MIT TO
Beedult, Newcy, and Grantone	1.3	26	9,831	2,430	1,706	7,808	106	902		ļ	11	161	10
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and Rolling Stock, IRELAND, in 1905.

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	719	80,480	99,435	97,904	65	50	a	17	204	29	415	Ords, Rendon, and South Orest.
5,040	B62 (59	14,115	22,380	7,878	65	4	28		28		**	Coft, Enciroit, and Passage.
	800	\$8,633	97,895	13,294	44	16	a	35	tes		387	Rosept. Deblis and Einphies.
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	6,016	\$3,527	23,502	1,145 Dedolescy			18	15	117		238	Dendalls, Newsy, and Greeners.
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	ing 2-50mm	27,800	45,005	33,692 (b) Boo'nda Care of Qu	79	15	18	11	200		905	Restrictive and Longh Swilly, r Fall Motors and 11 Electric Team C



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THE	TRAMV	VAYS (IRELA	ND) AC	TS, 1:	500 to	1883,	dra.			<u> </u>	dilency and Form Estensina to Conserver, Estensioning and Fountages Janu- lies Bellands and Converses,
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RAILWAY RETURNS.-1905.

APPENDICES.

- A .- Season and Periodical Tickets-Numbers and Receipts for each class.
- B.—Length of Line, with number of Miles of Single, Double, Treble, and Quadruple or more Lines of Rail.
- C.—Expenditure of certain Companies on Wages and Materials in the Permanent Way, Locomotive, Repair and Renewal of Carriages and Waggons, and Traffic Departments. (Compiled free: the Statesey Half-wair) Accounts.)
- D.—Electrical Working of Railways in 1905.
- E.—Railways authorised under the Light Railways (Ireland) Act, 1889, the Railways (Ireland) Act, 1890, the Transfer of Railways (Ireland) Act, 1890, and the Railways. (Ireland) Act, 1896.
- F.—New Companies incorporated during the year.
- G.—Amalgamations, Abandonments, etc., during the year.

APPENDIX A SEASON TICKETS

EQUIVALENT NUMBER OF ANNUAL TICKETS ISSUED AND RECEIPTS THEREFROM IN 1908. Norn.-The Betarus for worked or leased lints are included in those of the working Compagies.

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Carstang and Knot End Glyn Valley Transvay -

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yn Valley Trauren, aut Cuptral (Inciding Issued and worked Hace, for mann of which up p. 50)

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Western cleaned and worked hour, for second of which one p. 68.) Hall and Barmbley-(forbelling brase) and worked lines, for names of which etc p. 80.)

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DATEMAN ADDRESS 1665 APPENDIX A.—SEASON TICKETS—continued. ROTIVALENT NUMBER OF ASSULA TROUBS.

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		11,129	135	257	25,483		nac	220	1 90	12,65			200		22,542

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APPENDIX C .- EXPENDITURE of the under-mentioned RAILWAY COMPANIES in the years 1900 to 1905, CARRIAGES and WAGGONS

(Consided from the Statestory Half-yearly

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LESGTH of RAHWAYS anthorised, at \$1st December 1905, under the Light Railways (Ireland)

Act. 1889, the Railways (Ireland) Act, 1890, the Transfer of Railways (Ireland) Act, 1890, the Light Railways (Ireland) Act, 1893, and the Railways (Ireland) Act, 1896. also the names of the Companies by which and Rosson to

and the same of the Companies by which sign lines are worked, or are to be worked.								
Namo of Rallway.							Length of Line.	Working Enibray Company.
Ashiff Extension							Miles.	Midland Great Westers of Ireland.
Ballins and Killala								Midland Court Western of Yester A

Baltimore and Skibberesa -Cork, Bondon, and South Count.

Bantry Bay Rytension . Cork, Bandon, and South Coast. Bungana and Caradosogh 183 Londonderry and Lough Swilly. Great Southern and Western of Ireland.

Claremorris and Swiroford Collegner and Swineford -250 Great Struthern and Western of Includ-Donogul and Killybegs -16 Demagal. Belfast and County Down. 49 Midbard Great Western of Iroland.

Downgotrisk, Killough, and Ardglass Galway and Cliffin . . . Headford and Keumsre . Great Scothern and Western of Ireland Killorglin and Valentia . 26] Great Southern and Western of Ireland. Letterlorger and Bertompert Londorderry and Louch Swille. Strangelar and Glantics . 241 Deparel.

Westport and Mallaranay - -Midked Great Western of Ireland, ADDUMBLY P

NEW COMPANIES 1905

NEW RADAYAY COMPANIES INCORPORATED UNDER ACTS OF PARLIAMENT IN THE YEAR.

NEW RAILWAY COMPANIES INCORPORATED BY ORDERS UNDER THE LIGHT RAILWAYS ACT

North-East London. Rotherham, Multby and Laughton.

Great Contral and North-Western Joint Committee.

1896, AND SUBJECT TO THE PROVINCIONS OF SECTIONS 9 AND 10 OF THE REGULATION OF RAILWAYS ACT, 1871. Devon South Hams.

Hope, Bradwell and Castleton. Campheltown and Machribanish.

APPENDIX G.

AMALGAMATIONS, ABANDONMENTS, &c.-1905.

Amalgamations of Railway Companies under Agis of Parliament passed in the Year.

Backity Vested in the Grans Control under Act 4 Edw. VII., c. 96.

Harrow and Uxbridge Amalgamated with the Metropolitan under Act 5 Edw. VII.,

Harrow and Uxbridge Amalgamated with the Metropolitan under Act 5 Edw. V. Lembourn Valley Vested in the Great Western under Act 5 Edw. VII., c. 189.

Noris) Wales and Liverpool Committee Vested in the Great Control under Act 4 Edw. V.II., a. 98, Sheppey Light Powen transferred to the Scath Eastern and Chatham Ballway Companies Managing Committee, under Act 5 Edw. V.II.,

West Manchester Light Powers transferred to the "Traffird Park Company" under Art 4 Edw. VII., e. 295. Westham, Midd and Occush's Quay... Vested in the Great Control under Ast 4 Edw. VII., e. 98.

Wye Valley Analgamated with the Great Western under Act 5, Edw. VII.,

Lines of Railway previously Authorised which were Abandoned under Acts of Parliament yeared in the year 1945 :--

Clay Cross (under Act 5 Edw. VII., a. 27). Baytings Harbour District (under Act 5 Edw. VII., c. 24).

Southunpton and Winchester Grant Western Junction (under Act. 5 Edw. VII., c. 4),

LAPSED LINES.

The following lines have been omitted from the present flature, the powers to countract them having lapest:—

Bomm Valley Light (powers lapsed on 98th Outsher, 1906). Bridgwater Stower and Stoguesy Light (powers lapsed on 28thd November, 1905). Bridlington and North Previlinghana Light (powers lapsed on 14th July, 1905). Crowland and District Light (powers lapsed on 18th October, 1905).

Gower Light (powers ispaced on 4th October, 1903). Highbridge, Wedmore and Checkier Light (powers based on 21th June, 1905). Liantel Light (powers lapsed on 21st April, 1905). North Lincolnishire Light (corners lapsed on 12th January, 1906).

Poussice, Newtyn, and West Committ Light (gowers inpest on 19th August, 1994). Valo of Rheidel Light (Absesyrou Extension) (powers inpeed on 13th August, 1995). Weston-middr Edge Light (powers lapsed on 3rd December, 1905).

NAMES CHANGED UNDER ACTS OF PARMANEST PASSED IN THE YEAR 1905. Billipool and Gentung Light: "Name thangod to Blockpool and Fylde Light, under Blockpool and Fylde Light, limiter (Change of Name, &c.), Order, 1905.

Light Enthrop (Change of Same, Sea.) Order, 1900.
Holl, Pornder, and Wood Effing Junetion Ballowy and Dock:—Name changed to Hell and Barneley under acto, Eds. VII., on
Ulter and Communglet:—Name changed to Nerry, Kendy, and Tyron Light, under Act. 5, Edw. VII.,

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